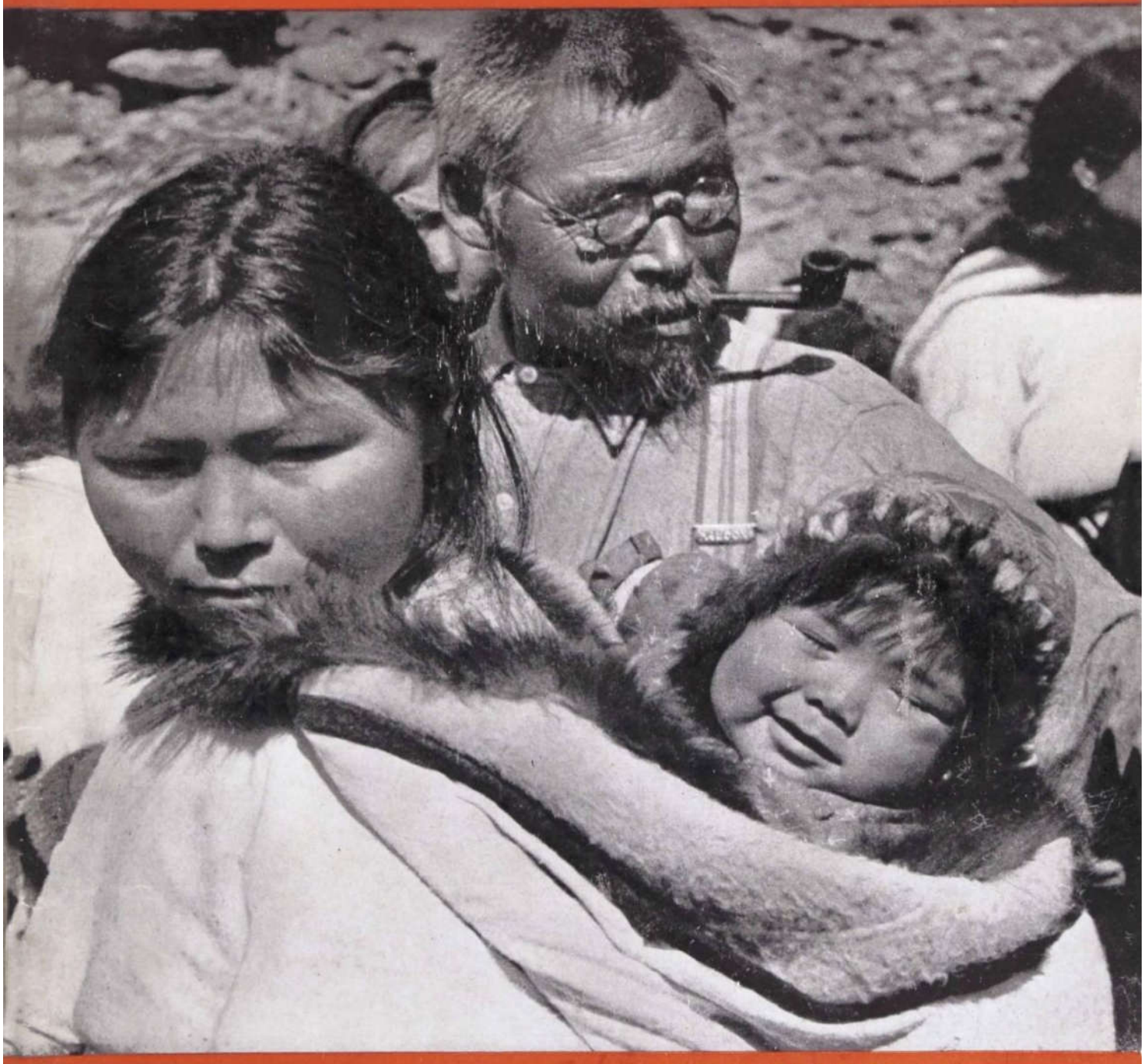
The Beaver

A MAGAZINE OF THE NORTH



OUTFIT 267
NUMBER 1

PUBLISHED QUARTERLY BY
Hudson's Bay Company.
INCORPORATED 2ND MAY 1670

PIONEER FIRM SHOWS PROFI

(By Canadian Press)

WINNIPEG, May 8.—Giving

LONDON, May 8.—A net profit of £144,717 for the year ended Jan. 31, 1936, is shown in the annual report of the Hudson's Bay Co., issued today. This compares with £40,981 in the previous year.

The profit on trading, which includes the returns from the stores in Canada, as well as activities abroad, amounted to £321,058 as against £211,681 a year ago. The land account, after making allocation to the capital reserve fund, showed a surplus of £5,794, compared with £4,240.

Management Praised

The report expresses "grateful appreciation" to the Canadian committee at Winnipeg. The management in Canada, it is pointed out, has succeeded in bettering the company's position despite the comparatively slow recovery in Western Canada.

"The agricultural income of the prairie provinces was somewhat less in 1935 than in 1934," the report continues. "It will, therefore, be appreciated that most of the farmers in the districts served by the company are still experiencing a difficult time, and the improvement in each of the departments has been attained in spite of conditions which remain adverse.

Capital Repayment

The report also refers to the proposed retirement of 30 shillings per share on each of the five per cent preference shares of a present value of £5, together with six years' accumulated arrears of dividend on the capital to be repaid. The capital repayment would involve a disbursement of £600,000 and the arrears of dividend £137,250.

Departments Report

During the year, 32,913 acres were sold by the land department at an average price of £1 10s 8d per acre compared with 36,512 acres at £1 7s 1d in the previous year. The land estate at the end of the year amounted to 1,914,718 acres and instalments outstanding to £1,818,000, neither of which are valued in the balance sheet.

The department stores showed a satisfactory increase despite a severe winter, the improved position being due as much to management as to any improvement in conditions.

The fur trade slightly increased its fur collection and better prices were realized. The department operated 225 posts. Aeroplanes were utilized in the freighting of furs.

Strong Position

Total taxes paid by the company in Canada amounted to £255,027 ($1,246,000 at par). The balance sheet showed an exceptionally strong position, cash and government securities at £2,060,000 being £632,000 higher than the previous year's figures.

Hudson's Bay Co. $719,000 Profit In 1935 Is Reported

WINNIPEG, May 8.—(CP)—Giving details of the net profit of £144,717 ($719,237) at present exchange rates in Montreal for the fiscal year ended January 31, 1936, the annual report and accounts of the Hudson's Bay Company were issued

S OF HUDSON'S COMPANY GREATER

mprovement in Western da Despite Decrease In Farm Income

Hudson's Bay Shows Higher Te

$719,237 Net By Hudson

Trading Profi Than Last

Sharp Increase In Hudson's Bay Net

Balance at $719,237 Compares With $205,675 in Previous Year.

(CP)—Giving details of £144,717 exchange rates fiscal year ended annual report

Bénéfice accru de la Hudson's Bay Co.

Retail Trade Gain By Hudson's Bay Co

ports Increa esults Good and Fur

Fur Trade Company Has Profit Boost

WINNIPEG, May 8—Giving details of the net profit of £144,717 ($719,237) at present exchange rates in Montreal for the fiscal year ended January 31, 1936, the annual accounts of the Hudson's Bay Company were issued today and in London, which, in trading from the stores, wholesale divisions as well as activities amounted to £321,058 with £211,- the previous year. After depreciation and adding

HUDSON'S BAY CO HAS BETTER YE

Gains Made in All Departments —Net Profit £144,717 Against £40,981

Report of Hudson's Bay Company

SON'S BAY PORT ISSUED

ent in Canada Is for Efficiency

Increase in Net Shown By Hudson's Bay Co.

Profit at $719,237, Against $203,675 Previously

WINNIPEG, May 8 details of the net ($719,237) at pres in Montreal for the January 31, 1936 and accounts of the Company were issued

Profit on trading returns from the stores and wholesale as well as activities $321,058 ($1,- £211,681 ($1,- year. After and sundry department r amounted compared with

The land allocation to shows a surplus compared with

For the admi pany's affairs expresses "grati the Canadian co

The "Annual tions" has been fi land, May 26.

Hudson's Bay Co. Profits Incre

HUDSON'S BAY PROFIT CLIMBS SUBSTANTIALLY

Trading, Land Accounts Record Increase in Earnings, Net Balance $719,237

Canadian Press

WINNIPEG, May 8.—Giving details of the net profit of £144,717 ($719,237) at present exchange rates in Montreal for the fiscal year ended January 31, 1936, the annual report and accounts of the Hudson's Bay Company were issued today and in London, which, in addition to trading from the stores, wholesale divisions as well as activities abroad, amounted to £321,058 as against £211,681 a year ago. The land account, after making allocation to the capital reserve fund, showed a surplus of £5,794, compared with £4,240.

H. B. C. Has Strong Year

Annual Report Details Its Net Profit Of £144,717

Report Shows Improved Operations By Hudson's Bay Co.

THE BEAVER

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OUTFIT 267 — Hudson's Bay Company. — NUMBER 1

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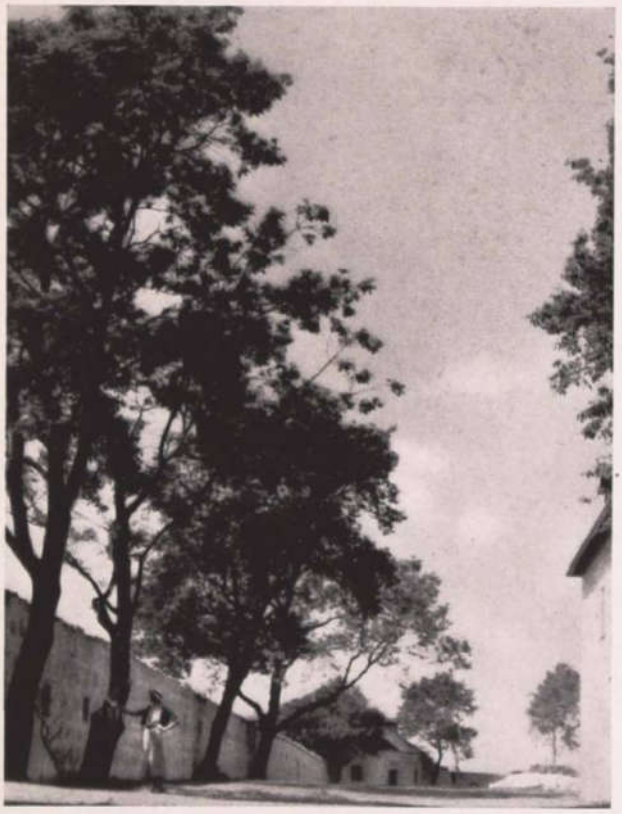
HUDSON'S BAY HOUSE WINNIPEG, CANADA



Lower Fort Garry — A. D. Coltman

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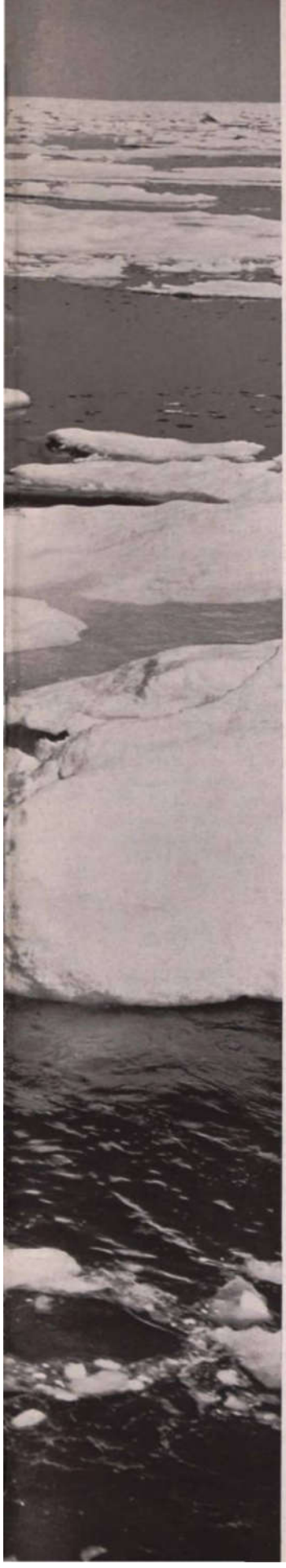
JUNE 1936

THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is circulated to employees and is also sent to friends of the Company upon request. It is edited at Hudson's Bay House, Winnipeg, under the direction of Douglas MacKay, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged. The entire content of THE BEAVER is protected by copyright, but reproduction rights will be given freely upon application. Address: THE BEAVER, Hudson's Bay House, Winnipeg.

"NORTH"



HBC PACKET

Vancouver moves across the half century with midsummer celebrations in this year of 1936. It is extremely young as cities live, but astonishingly vigorous. A curious and interesting city it is, with a character as diverse as any in Canada. Montreal is the bi-lingual, cosmopolitan phenomena of the world. Toronto has the stamp of Ontario upon it—industry, churches and militia. Winnipeg, retarded in its maturity, reveals unexpected strength without much natural exuberance of spirit, and it seems only yesterday that the Red River carts churned up the Main Street mud. But what can one say of Vancouver? Drawing much of its inspiration from the coastal cities of United States, with a strong British racial stock, facing toward Asia, holding close to the sea and the mountains, what the temper of its people will be, what distinctive way of life will evolve in this city no one can predict, except, perhaps, that Vancouver will always be *different*. It will never be commonplace. Apparently the fiftieth birthday is to be a very cheerful occasion. The other cities of Canada can well applaud the occasion with some envy in their eyes. The Company can join the applause, for we know Vancouver. We have been there from the beginning of things and have kept pace with the city.

This summer a new Company fur trade post is to be established in a locality which should stir the imagination. L. A. Learmonth, who has just ended a winter's leave after five solitary years on King William Island in the Western Arctic, has gone north to work his way along the Arctic coast from the mouth of the Coppermine. By aeroplane, schooner and on foot he will travel east until his compass needle tries to stand on its head. There, slightly northeast of the Magnetic Pole, he will build his post.

After those five years on King William island, Mr. Learmonth told us he was "fine" and that it had been "alright." Then gradually we drew from him that only twice had he been in touch with the outside world and that the last winter had been spent in a snowhouse with the Eskimos. He had neither food nor fuel, and this was the only alternative to abandoning his post.

He looked us up on his way north and asked to borrow a book from the library, choosing Captain Sir John Ross's journal of his discovery of the North Magnetic Pole in 1831. Curious, we asked why he wanted that book. Mr. Learmonth, it seems, likes to study a road-map before making a journey and Captain Ross's journal of one hundred and six years ago alone provides such a guide. To Mr. Learmonth these things are all routine.

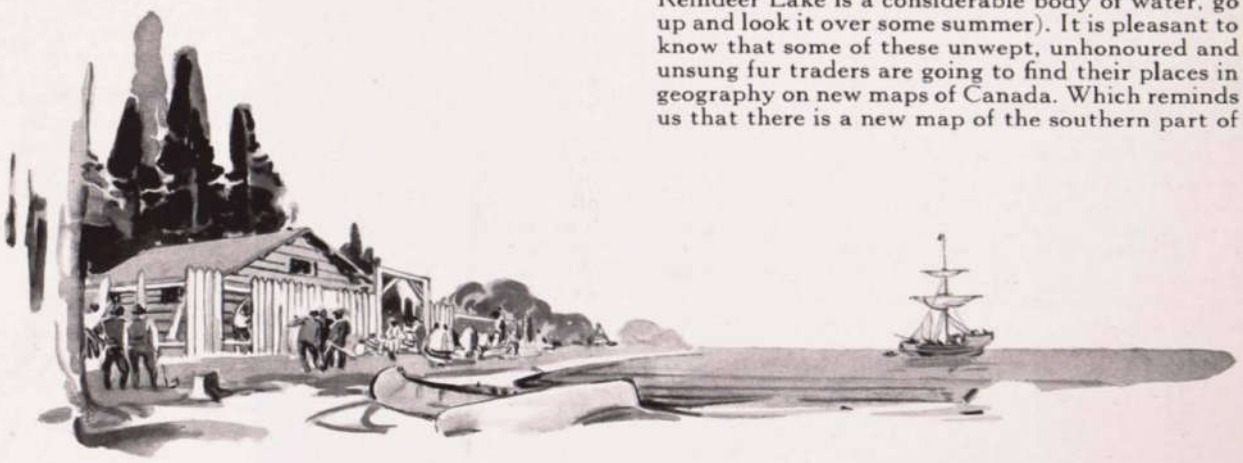
A footnote to Company history appears in the March number of the *Oregon Historical Quarterly*. Alice B. Maloney outlines the scope of Hudson's Bay Company operations in California. The ventures into California extended from 1827 to 1845 and were not marked by any notable success. It was vigorous, hazardous business with such familiar names as Alexander Roderick McLeod, Peter Skene Ogden and John Work leading expeditions of white trappers into the Indian country of Spanish California. But entanglements with the Spanish colonial government and the American encroachment made the effort unprofitable. The California interlude ended in 1845 on a note of tragedy when Glen Rae, senior officer in charge and son-in-law of Chief Factor John McLoughlin, committed suicide, leaving his affairs in bad shape.

In 1918 Roald Amundsen with a new ship, the *Maud*, attempted unsuccessfully to drift across the polar sea from east to west. In 1926 this stout ship was acquired by the Company and took supplies from Vancouver to the Western Arctic. Her usefulness ended the following year and she was beached forever at Cambridge Bay, just 1,000 miles north of Winnipeg. In 1932, at the request of the Canadian League of Norsemen, instructions went north to have some symbolical piece of the vessel shipped out as a souvenir of the great explorer. Ice prevented the Company ship from reaching Cambridge Bay that year. In 1933 another vessel under charter to the Company was damaged by ice off Northern Alaska and sent limping back to Vancouver. In 1934 our schooner *Fort James*, which had covered almost the whole of Amundsen's track in his journey through the Northwest Passage in the ship *Gjoa*, reached our post at Cambridge Bay but was unable to return in the same summer. In 1935 the Company was able to bring out, by way of the Mackenzie river, the steering wheel of the *Maud*, and in May 1936 in Winnipeg it was presented to the League of Norsemen.

Here is a fact for you to toss off to your astonished friends: Less than twenty percent of Canada's 3,700,000 square miles has been mapped. The demand for maps is increasing at a startling pace. The Topographical and Air Survey Bureau of the Department of the Interior (what a title!) distributed 38,882 maps in 1931-32 and over 100,000 in 1935-36. With prospecting and aviation expanding rapidly, the demand is not likely to diminish. The evolution of many of the modern maps has engrossing stories behind them. Hudson's Bay Company and North-West Company maps were frequently the beginnings and, like revisions of famous dictionaries, they have been built up and evolved to meet the requirements of today.

There is an area east of Oxford House, astride the Manitoba-Ontario boundary, which has suddenly become a pre-Cambrian happy hunting ground for prospectors. The best map available of the area last year showed five lakes: a new map just issued shows more than three thousand lakes. That's the way we like our statistics—bold and sweeping.

While on the subject of maps, it should be recorded that the Company still has a hand in place names. Recently, at the request of the surveyor-general of Canada, we were able to supply the names of Company men who served in the Reindeer Lake district (and if you don't think Reindeer Lake is a considerable body of water, go up and look it over some summer). It is pleasant to know that some of these unwept, unhonoured and unsung fur traders are going to find their places in geography on new maps of Canada. Which reminds us that there is a new map of the southern part of



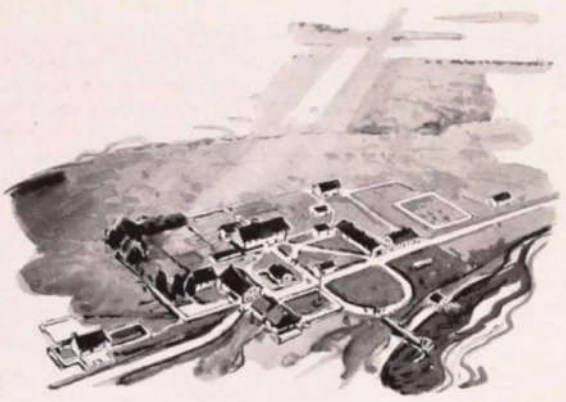
Jasper National Park extending from the Columbia Ice Field north to Jasper and Henry House and it is liberally sprinkled with Fur Trade names. Of particular interest is the delineation of the British Columbia-Alberta boundary which splits the Committee's Punch Bowl, the tiny lake at the head of the Athabasca Pass, named by Sir George Simpson in honour of the London Committee in 1824.

The list of complimentary subscriptions to *The Beaver* is being gradually shortened. So, if you are not a paid subscriber, you may reasonably expect a letter some time this year requesting your dollar if you wish to continue receiving the magazine.

Somewhere among the thousands who work for the Company in the retail stores there must be people eager and able to write about life in that never dull branch of the service. Surely some day, in the mail which comes to *The Beaver* desk, there will be a manuscript vivid, witty and shrewd, telling a tale of men and women and merchandise equal in interest to anything ever written about the High North. Wheat and steel and steam engines have drawn unexpectedly from men the splendour of great writing. The drama of the great stores, which are so deeply a part of the lives of urban people, seems to have eluded the imagination of writers. But it cannot be for long. Good essays, good tales well told, will find their way into publication and the ambitious magazine is forever scanning the horizon for some new adventurer into printed words.

From the days when Monterey, San Jose and Yerba Buena (San Francisco) were current in Company correspondence and journals, a description of the H B C "Spanish brigade" has survived. It was written by one of the American missionaries in the Oregon:

"They start for California carrying with them merchandise and English goods for barter with the natives and return laden with furs, principally of the beaver and otter. This company just before entering stopped to remove from their persons stains and traces of travel and dressed themselves in their best attire. They then formed themselves in Indian file, led by Mr. La Framboy, the chief of the party. Next him rode his wife, a native woman, astride as is common with the females, upon her pony, quite picturesquely clad. She wore a man's hat with long black feathers fastened in front and drooping behind very gracefully. Her short dress was of rich broadcloth, leggings beautifully embroidered with gay beads and fringed with tiny bells whose delicate musical tinkling could be heard at several hundred yards distance. Next rode the clerk and his wife in much the same fashion,



and so on to the officers of less importance and the men and finally the boys driving the pack horses with bales of furs, 180 pounds to each animal. The tramping of the fast walking horses, the silver tinkling of the small bells, the rich handsome dresses and fine appearance of the riders whose numbers amounted to sixty made an array that was patriarchal."

A member of the 1935 Dominion Government Eastern Arctic Expedition was Dr. I. M. Rabinowitch, who went north on the Company's ship to make metabolic studies of the Eskimos. Last winter, when addressing the Young Men's Canadian Club of Montreal on the results of the expedition, he made the following pleasant reference to the Company:

"Comparisons are always invidious, but too much cannot be said of the co-operation of the Hudson's Bay Company. From the little we knew of conditions in the Eastern Arctic before we undertook this study, we believed that the co-operation of the Hudson's Bay Company would be indispensable; and this we found to be so. Much of the information which we hoped to obtain in our medical examinations, we knew, would depend not only upon the willingness of the natives to co-operate, but also upon proper interpretation of the questions we were to put to the natives and of their replies to these questions. The willingness of the natives to co-operate would depend upon their relationship with the interpreters; and I am pleased to say that the co-operation of the natives was excellent. This alone, if I may be permitted to say so, reflects the excellent relationship which exists between the trader and the trapper, and which can have no other basis than square dealing on the part of the officials of the Hudson's Bay Company during its long period of occupancy and former ownership. As expert interpreters, we have to thank Mr. E. W. Lyall and Mr. J. A. Thom. We are also indebted to Mr. Alfred Copland, Hudson's Bay Company section manager, and to all of the post managers of the Company. And for all of this we have to thank Mr. George Watson, district manager of the St. Lawrence and Ungava district."

Intimate Glimpses

Photo:
MAX SAUER, JNR.

at Eskimo Life in Baffin Island

By J. DEWEY SOPER
Chief Migratory Bird Officer for the Prairie Provinces,
National Parks Branch, Department of the Interior, Ottawa

The Second of Two Articles on Baffin Island Eskimos by Mr. Dewey Soper, Who, in Addition to His Great Knowledge of Birds, Is an Expert on the Life and Manners of the Most Northerly Race in the World.

Published by permission of the Department of the Interior, Ottawa

ALL present day Eskimos of Baffin island are essentially coast dwellers, living chiefly on the fauna of the sea. They are therefore, except for brief hunts inland, seldom encountered far from salt water. At one time a branch tribe of the Talirpingmuits spent the greater part of the year in the interior about Nettilling lake. They had three or four settlements on that lake and some of the people, it is said, never came down to the sea. They lived on caribou and what seals and fish they were able to catch in the lake. Caribou back fat was burned in the lamps. Visiting groups were periodically forced by circumstances to the sea-coast to secure a stock of seal blubber for the purpose.

Pilgrimages are still made to the interior, but these are now of shorter duration. One has but to voyage from Isoa along the shores of Nettilling lake, north and south, to realize the former great popularity of this region. *Tupik* rings of old encampments are to be seen at all favourable points. The stone cairns or signal posts on the hills and islands which indicate boat passages in the island maze of the eastern quarter of the lake testify to a marked former activity. The Cumberland Sound Eskimos did not, of course, journey to the interior purposely for the meat of the caribou, but for their skins, which are so essential for winter dress.

A certain proportion of the natives of Foxe peninsula journey inland to hunt the animals for necessary skins to be made into winter bedding and clothing. Some of these treks take them surprisingly long distances into the interior. They carry little beyond rifle and ammunition and lead a nomadic existence as they wander about over the country in search of their quarry. In this manner the territory is traversed hither and thither, dependent upon the distribution of the caribou. Skins of the animals killed are carefully cleaned, dried and baled, to be taken home to the coast, while the flesh of the animals, of course, furnishes subsistence in the interim. Natives penetrate the interior in this manner all the way from Dorset and Nuwata to the east coast of Foxe basin, west, or southwest, of Nettilling lake, and into the region through the heart of Foxe peninsula above Andrew Gordon bay and Chorkbak inlet, west and north of Amadjuak lake.

All the more energetic hunters of the present own large whale-boats capable of carrying a couple of families with all their wordly goods. The possession of these has completely replaced the large primitive sealskin boats, or *umiaks*, universally employed before the advent of the whalers. Even the little *kayaks* are slowly disappearing, in some localities more quickly than others. In Cumberland sound they have been almost abandoned, but quite a number are still in use on the south coast of the island. The staunch and commodious whale-boat has effected this change. It is less easily damaged than the native skin boats,

Top: The Eskimos are excellent sailors. Here is an Eskimo manned schooner arriving at a northern harbour. Note the dogs on board and the ends of two sealskin kayaks just showing.

Below: An Eskimo family in their whale boat out in Hudson Strait to meet the annual supply ship.

Opposite Page

The author's outfit with his Eskimo assistant, Moosa, in the survey of the Soper river north of Lake Harbour, Baffin Island.

stands infinitely more abuse on the rocky coasts and is more seaworthy. The old-time *umiak*, however, was much lighter and more portable, but this did not compensate, in the minds of the Eskimos, for the greater durability of the wooden boat, which requires less care in every respect. This added caution extended even to the dogs, who, ignoring the whale-boat, would, when chance presented in slack times, make a hearty meal from the skin craft. This was disastrous, and verily would the wrath of the gods be called down upon the offenders, for even in Eskimoland there may be many things to steal the joy from life.

The Eskimos are expert sailors and, while not as venturesome as whites, are still courageous, and more dependable owing to their deep knowledge of ice, wind and currents. They seldom take appreciable risks, yet many of their ventures appear so to the uninitiated. The native, from early boyhood, is thoroughly schooled in all that pertains to the lore and craft of the open, and nothing requires longer apprenticeship than the mastery of the sea. Regardless of former experience in other waters, the whites of the country almost invariably employ Eskimo help. A dozen pitfalls await the unwary, or the unschooled, along the treacherous coasts of the Arctic. Under some circumstances small boat travel may be extremely hazardous; vagaries of wind and current with drifting ice and sunken reefs plot destruction in many an unexpected fashion. No man can hope in years, ordinarily, to absorb a knowledge and an intuition of the many elements of polar nature, which can be acquired by proxy in an Eskimo for a small sum per day.

But the most expert can still lay no claim to infallibility. Occasionally the Eskimos, with all their shrewd knowledge of natural conditions, are the victims of misjudgment or unforeseen circumstance which imposes a sacrifice of life. Many are drowned in *kayaks* from time to time, or in gales are carried off to sea on detached ice pans from the shore floe. The most serious drowning accident of comparatively recent times occurred in Nettilling fiord about 1875, when a party of a dozen persons

returning from the interior laden with caribou skins perished in the death-dealing vortices of the notorious tide-rip Sarbukjualuk.

One of the pleasantest experiences in "the lands forlorn" is to witness or travel with the carefree native hunting parties of summer. The Eskimo, much as ourselves, welcomes spring after the monotonous and seemingly interminable Arctic winter. He does not find unalloyed delight in the presence of ice and cold and storm as popular conception would have it. Yet he takes such matters philosophically, as he must, and cheerfully, to his credit. But for the fleeting summer of their native land they are filled with joyous enthusiasm. It represents all the softness and beauty that they know, and a surcease from winter's desperate struggle in cold and care.

So, when fair June arrives they are filled with unbounded delight—carefree children of the Northland, with its peace and tranquillity—and no disturbing thoughts of the morrow. With the magic melting of the snows, the widening waters, and the balmy air laden with the tinkling of brooks and the lilting melodies of Lapland longspur and snow-bunting, they light heartedly move their dwellings to dry ground and make ready for the festivals and unfettered rovings of summer. The sun mounts higher, the days grow perceptibly warmer, and at last the sea spreads open with its rhythmic waves breaking on the beaches which have so long been silent. The time is at hand. Loading all their goods, tents, dogs, and children into the whale-boats, they sail away to Elysian fields. The dogs they decline to take along are left on the old camp-site to shift for themselves by "shrimping" on the flats at low tide.

The Eskimo is now in his glory. Many are the seals to shoot at as they peer pop-eyed from the surface of the sea; the air vibrates with the alluring voices of sea-fowl, sea-fowl in their thousands madly animated with the urges of the Arctic spring; subsequently in modest numbers they will, to native palates, provide alluringly odoriferous bouillon *par excellence*. In this matter the Eskimo is indeed fortunate. Under the Migratory Birds Convention Act species have been conserved, so that in his ceaseless struggle for existence he will not want; he may thus take in any season auks, auklets, guillemots, murres and puffins and their eggs for human food and their skins for clothing. On warm days, as the vessel with tall sails moves serenely along, the women chatter and sew industriously, while the men smoke, and keep an eye single for the next meal. During late June or early July one of the native's happiest occasions is to visit a breeding colony of these birds; eggs are in abundance. How eagerly they scatter over the slopes and cliffs to appease a new hunger after the drab monotony of seal meat all winter; with full dishes they repair to the boats again to eat at leisure as they travel.

After an interval of idle cruising about, the Eskimo parties come at last, perchance, to the end of some fiord and there pitch their tents on a pleasant strip of open ground overlooking the sea. The women usually do this work, while the children romp about and the men stroll off over the hills with their rifles in search of game.

The home life of the Eskimos is quiet and peaceful. Domestic disturbances of any kind are seldom heard of, and violence is rare. The ancient Eskimos —the Tunnits—are said to have been somewhat fierce and warlike, but this may be only garbled folklore. In any event, the most marked characteristics of the people now are docility, shyness and reticence, in conjunction with habitual good humour. Of course, there are conspicuous exceptions, as there are exceptions to rules all over, but they are unusual. When violence does occur it arises from some excessive irritation.

Among the Eskimos there is no apparent class or social distinction, though the most successful hunter, and the best speaker in any community, may naturally be more influential and highly respected than the rest. The relative variability of prosperity from individual to individual is sometimes very marked, but this does not lead to differentiated social strata, with affected superiority. On the other hand they are by nature strongly communalistic and unselfish.

Human nature is fundamentally similar the world over. And in our "People of the Twilight" are to be found the lovable traits as among more civilized and enlightened races. They are essentially

kind and unselfish and deeply devoted to the children, whether their own or adopted. Evidence is not lacking that powerful and lasting attachment may exist between united couples of this people.

The Eskimos are not a prolific race. Women are seldom seen with more than two or three children, while many who have no children adopt one or more and treat them in every way as if their own. As a race they are very fond of children, and women capable of bearing them are regarded with considerable favour irrespective of circumstance.

The average Eskimo is normally phlegmatic by nature and slow to anger, though quick temper may at times be observed in the handling of refractory dogs. Then the culprit is apt to receive a sound drubbing. But, far from being inherently cruel, as some have affirmed, the Eskimo shows a laudable tendency to clemency and consideration. Yet, when a native is forced to use the whip, it may be wielded expertly and with terrible effect.

Ashuana, noted Eskimo Hunter of the South coast of Foxe Peninsula.

In normal conduct the Eskimo is slow of decision, and in everyday affairs somewhat of the laggard, enjoying when he may much leisure interspersed with hard labour. He prefers not to be pushed, and when left to his own devices proceeds with great deliberation and squanders time with blissful indifference. It is in keeping with the largeness of his horizons and the peace and stillness of his native land. Yet, when occasion demands he becomes willingly a labouring Hercules, a mine of unsurpassed energy and endurance which may be relied upon to the end. In attitude he is submissive, with the instinctive honesty of the savage. He regards the white man with respect, yet retains a fine sense of independence and responsibility and an appreciation of his own powers. On occasion he may feel secretly superior to the white man with whom he is associated, and perhaps not always without justification, for his mastery of the Arctic wilderness places him on a plane apart.

Under cover of his sluggish temperament and quiet cheerfulness, however, lies an unsuspected wealth of native intelligence and ingenuity. Being of a highly mechanical turn, he works wonders in iron with nothing more elaborate than a file and a hacksaw plus patience and perseverance. In all work with the hands these people show ready skill, from tying a knot and skinning game to all sorts of craftsmanship in wood, bone, ivory and metal. With the necessary tools, plus instruction, it is difficult to predict to what lengths they might go. They are also musical, with a sense of rhythm and aptness for melodies. The women are especially gifted and show great aptitude for the accordion, the adopted instrument of Eskimoland.

Eskimo women cleaning walrus hides at Cape Dorset.

Drying a ground skin and H B blanket in the spring.

An Eskimo, that is a good one (and there are worthless persons as in any race), makes a boon companion under the varied circumstances of life and travel in the Arctic. He is attentive, anxious to please, and quick to adapt himself to new conditions. His first consideration is his employer and his employer's interests, and to that end he bends his unstinted energy; in his [*Continued on page 66*

Pilgrimage to Vimy

Next month His Majesty the King unveils the Memorial to Canada's Dead on Vimy Ridge and many thousands of Canadians are making a pilgrimage to witness the ceremony and to revisit the battlefields of northern France. To all ex-service men and women in the Company's service who wish to make the pilgrimage the Canadian Committee of the Hudson's Bay Company has granted special leave of absence with full pay. On this page we reproduce portraits of those who are availing themselves of the offer, with the exception of two pilgrims whose photographs we have been unable to obtain.

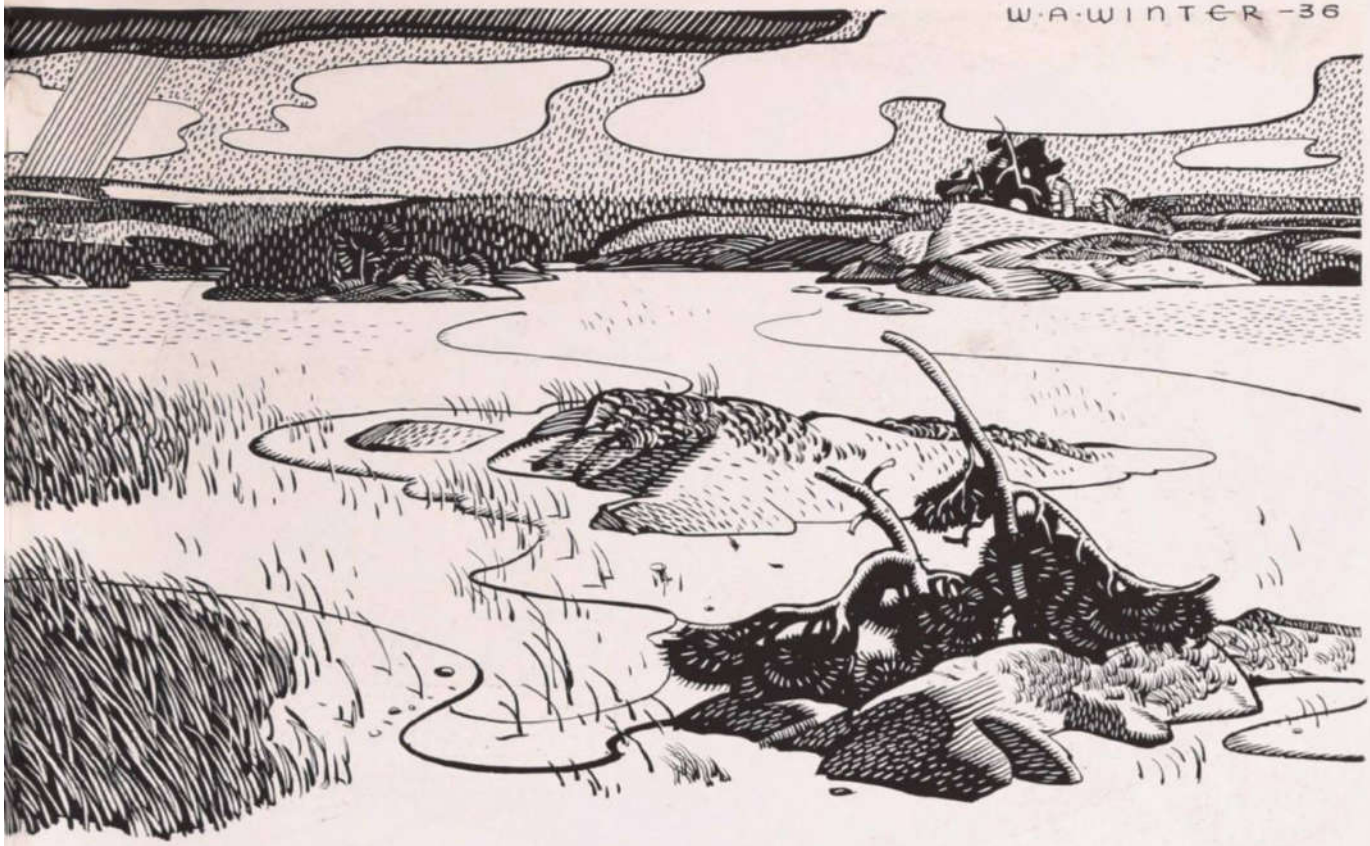
Top left: Lieut.-Col. J. D. Gemmill, M.C., Royal Engineers, Reserve of Officers, and N. B. Francis, who served with the Royal Canadian Field Artillery, both of whom are members of the staff of the Canadian Committee office. Top right are three pilgrims from the Calgary store. Left is Miss M. Hickey, who drove an ambulance in the Woman's Royal Naval Service; centre, J. Wilson, who enlisted with the 50th Battalion, and right, Mrs. O. M. Wilson, who goes to visit her husband's grave at Noeux les Mines. Middle row: Left, F. Harwood, of the Vancouver store, late of the 29th Vancouver Battalion; centre, four members of the Winnipeg store staff (left to right they are S. Agnew, who served with the Imperial Forces; J. E. Bale, late of the 200th Canadian Infantry; W. A. V. Pearce, who served with the 100th Grenadiers and the Strathcona Horse; A. S. Ogilvy, who served with the Imperial Engineers); right, P. C. S. McCartney, M.M., of the Saskatoon store and late of the Royal Canadian Regiment. Last row: Left, A. Oastler, of the Vancouver store, who was in the 6th Company of Canadian Engineers, and right, R. Tait, of Saskatoon store, who was with the Canadian Army Medical Corps. There are two others going whose pictures we were unable to obtain; Mrs. Price-Hughes, Saskatoon, and R. Burns, Winnipeg store.

Their Name Is Mud

By
LT.-COL. E. L. M. BURNS, O.B.E., M.E.

Fur Traders, Surveyors and Prospectors Tossed Names Casually About the Map and the Most Popular of All Lake Names Was Mud. Now the Confusion of Countless Round Lakes, Long Lakes, Trout Lakes and Gull Lakes Has Got to Be Straightened Out. A Member of the Geographical Board of Canada Describes Something of the Procedure and the Problems

THE praises of Canadian pioneers have been sounded in every key, and with all the variations which ingenuity can suggest: to criticize any of their achievements is therefore an unprecedented and somewhat embarrassing task. I hasten to excuse myself of impiety by observing that the criticism which



I have to offer falls on a pioneer activity which most people will regard as quite unimportant; that is, the naming of the lakes, streams and mountains of our fair land. Perhaps it is too much to expect that men who have to spend sixteen hours a day chopping down large, tough trees and pulling their roots out of the ground should bring a poet's appositeness to the christening of the lake or creek which lies in their township; but, making all allowances, one must record the fact that the names they chose were mostly trite, savourless, and intolerably repetitious. Anyone who believes that pioneering makes for individuality in thought has never examined many Canadian place names.

A great many of the small lakes and ponds in the Laurentian plain and shield have swampy shores and turbid waters; it is very difficult to fix a point where land ends and water begins. This characteristic seldom escaped the pioneer's penetrating glance: he called such a lake Mud Lake and his contemporaries repeated his performance—several thousand times. On the other hand, if the lake had not sedgy shores and a high percentage of detritus in suspension, the surprised and grateful pioneer called it Clear: there must be half as many Clears as Muds.

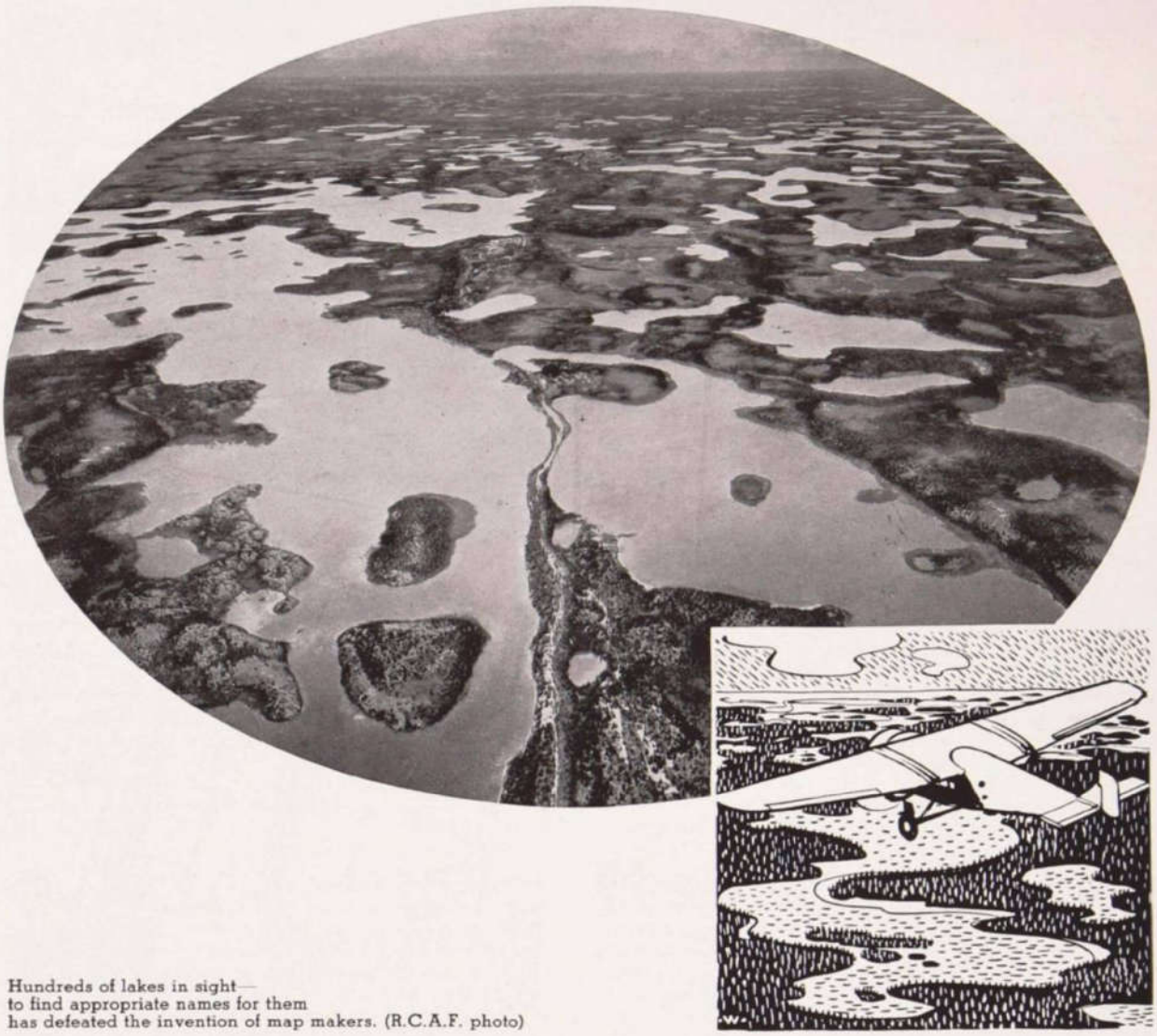
Next in the threadbare ranks stand the names derived from shape—as Round and Long; then the zoological series, Bear, Wolf, Deer, Moose, Beaver, Rat, Trout, Salmon, Bass, Pickerel, Duck, Loon, Crow, Eagle. I believe over a hundred examples of each could be found without looking very hard.

Our French compatriots—*colons* or *coureurs du bois*—are no more adept as namegivers; while perhaps not quite so addicted to Mud (although there are several Lacs Vaseux), they show the same passion for commemorating the commoner Canadian fauna; manifold Lacs a l'Ours, a la Truite, Brochet, a l'Orignal and so on are the despair of the cartographer. Another of their habits is the application *en masse* of the adjectives *noir* or *blanche* to bodies of water: an over simple classification of colours varied as the weather or the elements of the surrounding shores. There are at least four Rivieres Blanches within forty miles of Ottawa.

* * * * *

At this point the reader is probably saying: "A lot of little lakes and streams are called by the same name. So, what?" Well, it is inconvenient, and can lead to misunderstandings, waste of time, and consequently loss of money. Half a dozen Bear Creeks in a mining district would obviously cause confusion, if not lawsuits, and a sporting tourist who has been informed there is good fishing on Bass Lake may go many miles out of his way, if he does not end up at the wrong lake.

Duplications which were of small moment in pioneer days when people did not stir far from their homesteads become very annoying when the motor-car, not to mention the aeroplane, have made us all far-ranging travellers. When we used to know only the Mud Lake in our own township it was a pretty good name, but now that we see the



Hundreds of lakes in sight—
to find appropriate names for them
has defeated the invention of map makers. (R.C.A.F. photo)

Mud Lakes in a hundred townships it seems to lack distinction, as the literary critics say.

It is when maps representing considerable tracts of country are drawn that the inconveniences of duplication stand out. The geologist, engineer or any other user of the map would like to be sure that when he mentions a feature by name there will be no possibility of misunderstanding him. There could be none if names were unique, but when there may be two or three Trout Lakes within a radius of twenty miles, he must clarify his reference by adding a map square number, latitude and longitude, or directions such as "five miles northwest of Jonesville." And all these devices are somewhat cumbrous.

Hence, one of the main tasks in regulating nomenclature is to eliminate names which are very common, and especially those which are duplicated nearby. But this cannot always be done, for local inhabitants sometimes resent any proposal to rebaptize their familiar Mud Lake in some more distinctive style. And if they continue unanimously to call it Mud Lake, it is not of much use for the Geographic Board to decree that it shall be marked on government maps as Mesopotamia Lake.

Here we may set forth briefly what the board's functions and authority are. It consists of representatives of the federal government departments which issue maps, or reports of geographical significance. Set up by order-in-council in 1897, it has the function of deciding on all questions of geographical nomenclature affecting the government service, which includes selecting the correct forms when there are variations and corruptions; determining exactly to what features names apply, and eliminating duplications and other undesirable names so far as possible. The aim of the board's work is, in short, to ensure that when a geographic feature is named in a government publication, it will not be confused with any other. This high

ambition has not been attained, but a good deal has been accomplished. As all members of the board serve without remuneration the cost to the public has been small, the only outlay being for printing and secretarial assistance.

In 1899 a second order-in-council invited provincial governments to appoint representatives to the board on condition that they undertook to be guided by its decisions. This has been done by all provinces except Quebec, which has set up its own geographic board, to which the Dominion body refers all questions of names within the province.

It must be remembered that there is no legal authority for geographic names, except those of towns etc. incorporated by statute. It is obviously not practicable to decree that all men shall know certain things by certain names. This means that the board, though it has authority to say what names shall be used in federal government publications, has no real authority to say what names the man in the street—or rather the man in the fields and woods—shall use. In other words, the board must be guided by usage, sentiment, and the convenience of the public—interpreting the last principle in terms of the future; *e.g.*, it may cause a little upset to change the name of Mud Lake today, but when people have got used to the new name it will be to the general advantage.

Readers of this magazine will probably have noticed the curious discrepancy between the Hudson Bay of the official Canadian maps and the Hudson's Bay of the Company's title. This is the most notable application of one of the board's rules of nomenclature; to wit, that the possessive form is to be avoided whenever possible. This rule has been made to accord with what seems to be modern usage. A century or so ago the possessive was customarily used: when an explorer discovered something new and important, his name in the possessive was attached to it; *e.g.*, Vancouver's Island, the original form. But within the last hundred years there seems to have been a change in the language, and we now feel that in attaching the name of the explorer or other honoured person to a feature we should not use the possessive, because, after all, he does not own it. Old Henry did not own the bay, and Captain Vancouver did not own the island. This argument may seem pedantic, but it is supported by usage in other spheres. Boyle's law, Halley's Comet, and Newton's rings were the names science used to give, and still uses; but now we speak of the Einstein theory, the Keenley-Heaviside layer, and the Dirac equation.

The above is the board's principle; in practice it is often found that Canadians refuse to be deprived of the apostrophes in their local names. Some years ago a daring attempt of the board to abstract the "'s" from Smith's Falls was repulsed, and there have been numerous other cases where the possessive has been retained though the features have usually been small.

The board also warns christeners of settlements to avoid the use of "city, town or ville" as part of the name. Practically every Canadian can call to mind some decent hamlet made ridiculous by a pretentious name compounded from one of these. The board is not obliged to give names to features which have none, and it is very thankful that this task has not been laid upon it. What might be involved will be grasped if one looks at the air photo which accompanies this article. There one will see a typical piece of northern territory, with some one hundred lakes in view. When the intensive surveying of our great North with the aid of air photos began very many maps were produced of territory such as this, each one with innumerable lakes, some of which were of important size, and practically all of which were nameless. And nameless are thousands of peaks in our mountain ranges. A map which shows us the size, shape and exact location of these lakes and mountains is of considerable use, but we should also like to know what to call them.

The map makers have had to apply themselves to the task of obtaining names for the most important features. In the old days when surveyors worked on the ground, they used their own names, and those of their assistants, their cooks and packers, and of the wives, sweethearts and children of the whole party. The disadvantages of this formula are obvious; of recent years the practice has been eliminated through the survey departments having adopted a self-denying ordinance. However, a retired government surveyor with a good record may have a lake or mountain named after him of dimensions appropriate to his salary.

About 1920 some ingenious or patriotic cartographer bethought himself that the heroes of the Great War constituted an inexhaustible reservoir of names. But the demand was so great that the general's names were used up very soon. By that time the revulsion against military glory had convinced the name givers that it would be unwise to go down the list until the lance-corporals were reached.

Indian and Eskimo names are the most distinctive which we have in Canada, and most people approaching the naming problem for the first time think that it can be solved easily by

Above: Mud Lake, near Perth, Ontario—just one of the hundreds of that name. To the local residents it always has been Mud Lake and it is certain that if the Geographic Board, to prevent confusion, tried to call it Asparagus Lake they would meet with violent opposition.

Side: It is men such as this travelling their lonely ways who give names to many of Canada's geographic features.

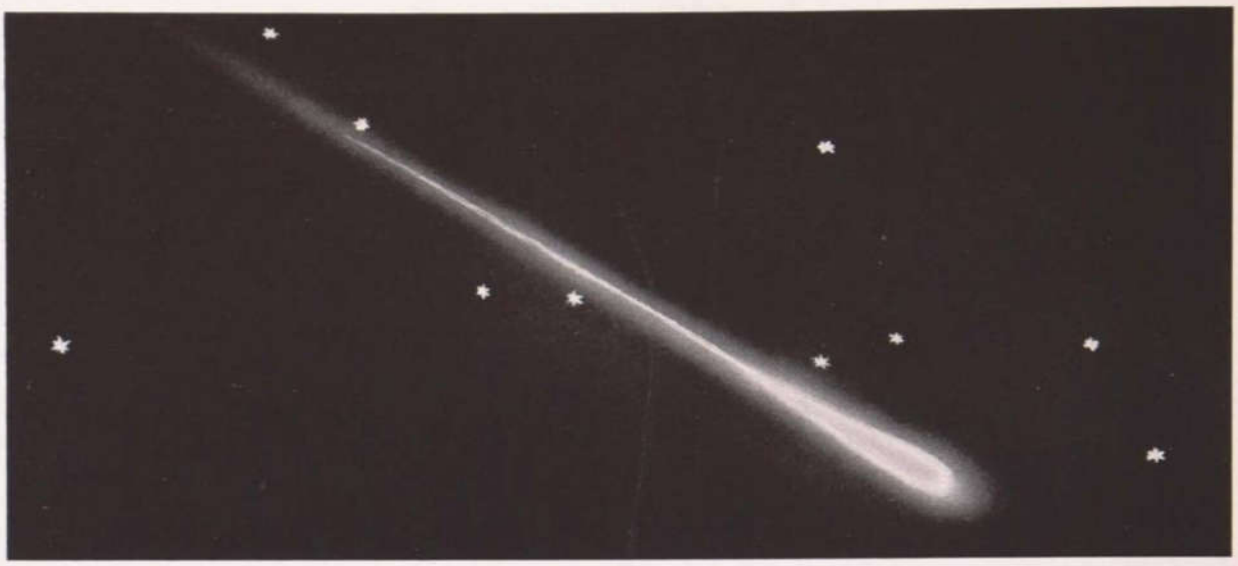
pressing the aboriginal tongues into service. But this plan has its limitations. The fund of Indian ideas is by no means as numerous as the lakes of Canada. When they give a name they usually start off, as the Canadian pioneer does, with a beaver, a fish, or a wolf, or some specifications as to size or shape. Then, seeing the need for distinguishing between this Amisk Lake and the one a few days' journey away, they add a short anecdote about this particular beaver (*amisk*). Indians are not pressed for time. They end up with a name of ten or twelve syllables which would quite defeat the white man's powers of pronunciation, even if he had the ambition to attempt it. The Algonkian tribes seem to have an extraordinary predilection for the sound "k"; some names recall the chattering of a chipmunk on a stone-pile; *e.g.*, Kekkekwabi, Kakinokamak. Unfortunately, the letter "k" looks strange and somehow offensive to the eyes of our French compatriots, so, when they consent to use such names at all, they change "ks" into "cs," which does not always indicate the pronunciation so clearly.

When the Geographic Board has an eight-cylinder Indian or Eskimo name submitted to it, it tries, with the assistance of experts in the language, to carve it down to a reasonable mouthful, while preserving the central idea. The agglomerative Indian tongues generally lend themselves to this process; *e.g.*, *Kaminnaweiskagwok* trimmed down to Minnaweiskag, and *Kahwambejewagamog* to Kawagama.

Now that it has been explained how hard it is to find good or even tolerable names, readers will understand why only the largest features on maps of unsettled territory have been christened. If, in a geological, water-power or other report, it is necessary to refer to and distinguish between the minor lakes, streams and hills, it will probably be best to do so by means of square or co-ordinate references. This is what the military do when they have to specify nameless localities with precision, as in operation orders. It is also a safeguard against the pitfall of duplicated names.

So it is probable that many of the less important lakes, rivers and mountains beyond our present frontier will be designated only by some number, such as 4785 or 124-76, until settlement or mining activity reaches them. Then, probably, the river will be christened Trout, the mountain Baldy, and the name of the lake will be Mud.

Drawings made for "The Beaver" by
W. A. WINTER, WINNIPEG



Meteorites and Shooting Stars

By
R. GLEN MADILL
Dominion Observatory, Ottawa

Dwellers in the Far North During the Long Period of Darkness with Its Cold Clear Atmosphere Probably See Many More Meteorites Than Those Who Live Farther South and Not Too Close to Awe Inspiring Nature. Mr. Madill, Who Previously Wrote for Us of the Magnetic North, Here Contributes an Article on These Phenomena Which Our Forefathers Regarded as Omens from the Immortal Gods.

WHEN Captain John Ross visited the northern Greenland Eskimos in 1818, he found the "Arctic Highlanders" of Cape Melville and Prince Regent's bay employing a variety of implements of iron. Captain Ross at first thought it probable that the iron had been obtained from hoops of casks which had drifted ashore, but upon enquiry he learned that it was procured from two large stones on a hill near the coast. One of these stones was all iron, too hard to be chipped with ease, while the other was stone from which pieces containing small globules of iron could be broken. These globules were then hammered out between stones and small pieces of iron obtained. Several flat pieces were let into a bone handle, side by side, to form the edges of knives. The hill upon which the stones lay was called by the natives "Sowilic," derived from "sowic," the name for iron amongst these people. This word originally signified a hard black stone, of which Eskimos made knives before the Danes introduced iron amongst them, and since iron served the same purpose, it received the same name.

The Arctic Highlanders knew of no other such stones, nor did they understand from whence they came. Nor did they know that two hundred years before this time Jahangir, the great Mogul, had a sword forged from an iron stone found in the Punjab. In this case the stone was called a "heaven stone" because it was observed to fall from the sky in a manner similar to the star Wormwood mentioned in the Revelation of St. John, "and there fell a great star from heaven, burning as it were a lamp."

To ancient peoples who were intensely superstitious, stones which fell from the sky were considered to be omens coming visibly and directly from the immortal gods and were regarded in some cases as impersonations of the dieties. In the Temple of Aphrodite at Paphos, and in that of Apollo at Delphi, a conical stone stood in the place of an image; these were in all probability similar to the image in the Temple of Diana, "the image which fell down from Jupiter," observed by St. Paul upon his visit to Ephesus in 55 A.D. Such stones are known to us as meteorites, a

term applied only to bodies which actually land on the earth. During their spectacular flight through the air they are called meteors.

Meteors are solid objects which exist in enormous numbers in the solar system and beyond. They rush through space at a speed of about twenty-five miles a second. Until the meteor gets within 160,000 miles of the earth it is attracted by the sun more than the earth; after this time the earth's attraction is predominant and the meteor is pulled earthwards. Although the meteor may escape into space in spite of this attraction, it is almost certain to be destroyed if it enters the earth's atmosphere, since, as it ploughs its way through, friction comes into play and friction always produces heat. The temperature of the meteor, originally that of space and estimated to be 459 degrees F. below zero, is increased by several thousand degrees. If the meteor is small it glows brightly for an instant and we see a "shooting star." Its life as such is brief for, being heated to incandescence, it is quickly consumed, leaving nothing but a puff of vapour and a speck of dust that eventually settles to earth.

On any clear moonless night a single observer may see on the average from four to eight shooting stars each hour. If the whole sky be guarded by watchers the number becomes from thirty to sixty an hour. Now, since only those are seen that are within two or three hundred miles of the observer, it is evident the total number entering the earth's atmosphere daily must be considerable; in fact, based on actual counts, it is estimated that the daily number of shooting stars visible to the naked eye is from ten to twenty millions. These figures do not take into account those too faint to be seen without the aid of the telescope. About twice as many are seen after midnight as in the evening. In the first instance we are on the face of the earth that is in front as it travels in its orbit around the sun at a speed of 18.5 miles a second, and we see all the meteors we meet and those we overtake, whilst in the latter case we see only those that overtake us.

At certain times of the year shooting stars are more numerous and seem to travel in swarms. These meteors are travelling in orbits around the sun, and when their orbits and that of the earth intersect and the meteors are in that particular part of their orbits at the time, displays of shooting stars are truly spectacular. During a meteor shower it will be readily noted that the paths of the individual meteors seem to radiate from a certain point in the heavens. This is purely a matter of perspective similar to looking along a railroad track, the meteors actually travelling in parallel lines.

The last great display of shooting stars was that of November 12, 1833, when in the five or six hours during which the shower lasted the number seen at Boston was estimated at fully 250,000. A competent observer declared that "he never

Above: A probable meteor crater near the narrows in Nueltin Lake, N.W.T. (From a photograph taken by the author in 1922.)

An Arizona meteor crater from the air. (Courtesy the "Geographical Journal.")

saw snow-flakes thicker in a storm than were the meteors in the sky at some moments." This was the Leonid shower, which visits the earth each year in a much modified form about the fifteenth of November. The name is derived from the constellation Leo, from which point in the sky the meteors of this shower appear to radiate. The most spectacular display at the present time is put on by the Perseids—radiating from the constellation Perseus—which are at their best on August eleventh.

Shooting stars become visible at an average height of seventy-five miles. They travel about fifty miles at a speed in the neighbourhood of twenty-five miles a second, an average speed, since those meeting the earth may have velocities as high as forty miles and those overtaking the earth as low as ten miles a second. The largest may become visible at an altitude of one hundred miles and persist until within fifteen miles of the earth. Most meteors however fade out at about fifty miles from the earth. Sometimes a luminous trail is left, remaining visible for a short time, but at no time does the smaller variety of shooting star make a sound.

There are super meteors called fire-balls or bolides, which are able to penetrate low into the atmosphere before destruction. Also when they overtake the earth before midnight they sometimes have paths many hundreds of miles long in our atmosphere. When they come quite close to the earth's surface their passage is frequently accompanied by loud sounds. The brightness of fire-balls will vary greatly, generally increasing towards the end of their path, and many explosions are seen before the great final outburst that ends the career of most of them. It is not unusual for such objects to have an apparent diameter equal to that of the moon and to give as much light as that body. The most remarkable example of this type of phenomenon is furnished by the Meteoric Procession of February 9, 1913. This unusual band of bright meteors, consisting of four or five groups of forty to sixty meteors each, was first seen over Canada, and having travelled about 5,700 miles was last seen over the Atlantic still going southeast. Along the observed portion of their flight their height was about thirty-five miles and they gave forth thunderous sounds at times.

Meteorites rush through the air usually accompanied by a heavy continuous roar that has been likened to the sound of a heavy waterfall, and even to the bellowing of oxen. The roar is also accentuated by sharp explosions like the discharge of heavy artillery. On account of their large mass, they heat up at a greater height in the atmosphere than the smaller varieties and may become visible at a height of two hundred miles. They remain in view for comparatively long periods and retain their luminosity until within five or ten miles of the earth. During the visible part of their flight they travel a distance of anywhere from fifty to five hundred miles. At first their estimated speed is from ten to forty miles a second, which rapidly drops to one or two miles at the time of disappearance, and at the instant of landing the speed is low. Small meteorites have been observed to bounce off fairly thin ice without breaking it. A meteorite weighing a few pounds will penetrate the ground to a depth of a foot or more. In May 1879 a meteor exploded in Emmett county, Iowa, and one of the fragments, roughly five hundred pounds in weight, was dug up from a depth of fourteen feet in stiff clay soil.

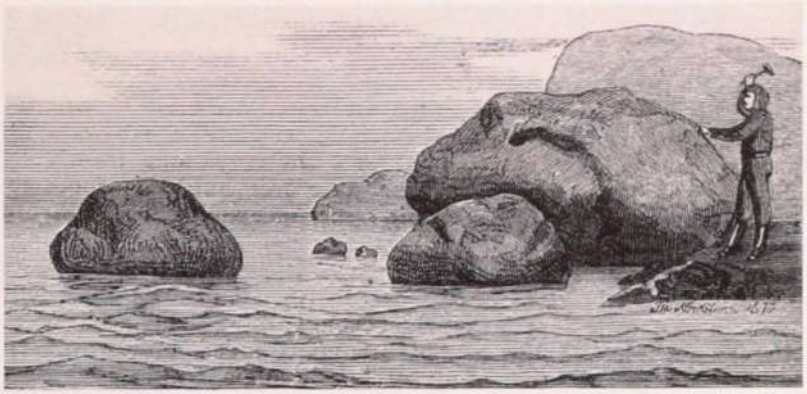
This five hundred pound meteorite is one of the largest that has actually been seen to fall. There have been found much larger masses of iron which prove to be of meteoric origin. Peary brought back to New York an iron meteorite weighing thirty-six tons from Cape York, Greenland.

The most characteristic external feature of a meteorite is the very thin black crust that covers it, usually, but not always, glossy like varnish. The crusted surface as a rule exhibits pits and hollows where the more fusible elements have burned out in transit. The large mass enters the earth's atmosphere and compresses the gas in front, putting it under tremendous pressure. As the air resistance increases, the compressed gas is heated to a temperature of many thousand degrees and becomes incandescent. This acts as a blow torch, which heats the meteor until the surface becomes fused. The liquified portion is continually swept off by the rush of air, condensing as it cools into the luminous powder which composes the train, a train that in daytime takes the form of white clouds. This operation continues until the velocity falls below two miles a second, when the fused portion solidifies to form the characteristic thin crust. The surface rapidly cools and when the meteorite makes a landing it may be just fairly warm. The initial temperature of the meteorite was a few hundred degrees below zero; so, if it has come fairly straight down through the atmosphere and the time of passage has been short, the interior does not become heated to any great extent and may still be quite cold. It is recorded that one of the fragments of a meteor which fell in India in 1860 was found in moist earth half an hour or so after the fall covered with ice. Owing to the great temperature differences between the surface and the interior, stresses are set up within the meteorite, with the result that fragments are blown off, producing sounds like thunder, whilst the roar is due to the speed through the air.

Most meteorites are composed of stone, though often mixed with some metallic iron. Even when pure iron is not present some of its compounds are usually found. About three or four per cent are nearly pure iron with a small amount of nickel. Elements to the number of about thirty which occur elsewhere on earth have been found in meteorites, but no strange ones. Yet their structure is quite different in some respects from that of terrestrial substances, being more like lava from deep volcanoes than anything else on earth. Some are of the opinion they might be volcanic matter thrown into space from the volcanoes of the moon when they were still active. Comets, which are nothing more than huge compact dust storms in space, have broken up and formed meteor showers. It is assumed that other members of the solar system have a similar construction to that of our own planet, the earth. Meteors once were thought to be the debris resulting from the blowing up of a

member of the solar system in bygone ages, but since it now is proven the whole of space is filled with debris it may be that meteors are the foundation stones from which planets are built.

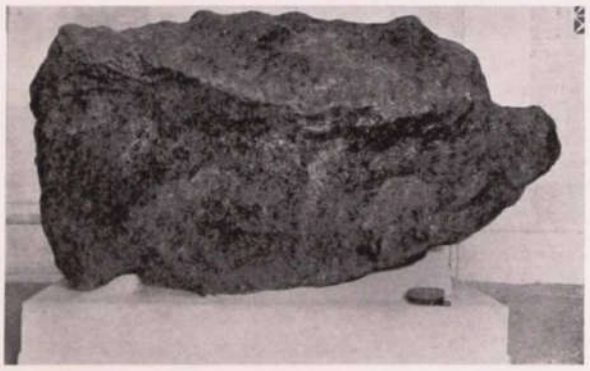
About two or three meteorites are observed to fall yearly, but since so large a part of the earth is covered with water, it is probable that at least one hundred strike the earth. An interesting fall occurred in the Yenisei valley, Siberia, on June 30, 1908, but not visited by scientists until 1927. This meteor was observed at several places and its impact with the earth was registered on earthquake recording instruments at many far-away places, from which records the probable location of the fall was determined. Dozens of funnel shaped depressions were made in the ground, some of them fifty feet in diameter. The forest was laid flat and scorched for miles around. No human lives were lost but hundreds of reindeer were killed. A fall of meteoric matter occurred in Arizona several thousand years ago, creating a hole more than half a mile across and a thousand feet deep.



The three largest Ovifak meteorites. (From a sketch made on the spot by Dr. Th. Nordstrom in 1870.)

The old northern chronicles state that, during the time when the old colonies existed in Greenland, so violent a shower of stones once happened that several churches and other buildings were destroyed. In this connection it might be mentioned that a number of iron meteorites were discovered in 1870 on Disco island, Greenland, at Ovifak or the Blue Hill. Several of these meteorites were collected and taken to Sweden in 1872, the three largest weighing twenty-one, eight, and four tons.

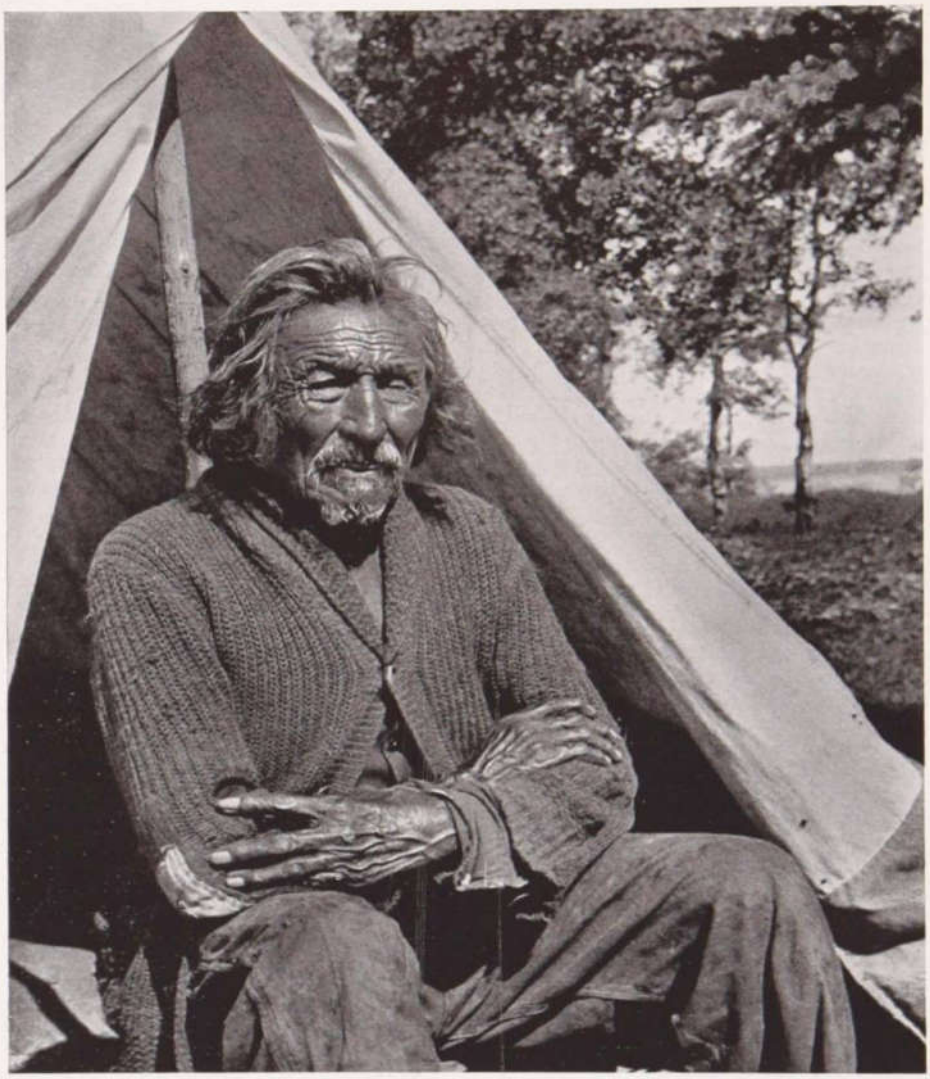
There are no doubt many meteorites lying around in northern Canada. The writer, while in the vicinity of Nueltin lake in 1922, learned of one that was known to the Eskimos to lie somewhere in that section of the Kazan river country where Husky Harris then held sway. A spectacular meteor was observed in the early part of 1929 crossing Ontario and heading north via James Bay in the general direction of Port Albany. The writer was collecting scientific data in that area during the summer of the same year and made enquiries of the manager of Albany post, knowing from past experience that any observations would be duly and carefully recorded in the daily log-book. Mr. Watt, the post manager at the time, did not see the meteor, for the simple reason the Albany had gone on a rampage and he and the entire native population were working desperately to remove all goods to the upper regions since the river threatened or had taken possession of the ground floors. Mr. Watt remarked that his thoughts were wholly concerned with saving things gastronomic rather than meditating on things astronomic, and so valuable scientific data were lost to posterity.



The Cape York meteorite, weighing thirty-six tons, called by the Eskimos "ahnighito," meaning the "tent."

The residue from shooting stars, meteoric dust, may be recognized from the other dust settling to earth by reason of its magnetic properties due to the presence of iron and nickel. In the thickly populated areas this meteoric dust is almost lost in an accumulation of dust composed of mineral matter blown up from dry roads and fields, particles of smoke from chimneys, minute bits of rock matter blown out of volcanoes, and organic particles such as the spores of plants. Every puff of smoke from a cigarette contains about 4,000 million separate granules of dust. During one of the heaviest fogs, it was estimated that the amount of dust deposited on glass roofs in and near London was six tons per square mile. The most abundant material in this dust was carbon, or soot. Meteoric dust may be isolated more readily in regions where the air is comparatively pure. It has been recognized in the mud forming the bed of the deepest parts of the oceans and has been obtained from the snows of the eastern Arctic.

It has been estimated that the majority of meteors weigh less than a single grain, whilst the largest does not in general exceed one hundred grains or about a quarter of an ounce. After making a reasonable allowance for meteorites, and accepting one grain as the average weight of a shooting star, the meteoric dust received daily by the earth from visible meteors would be [*Continued on page 66*



MORNING STAR

A member of the Hole River Band, who died in 1932. This old man was the last member of the Grand Medicine Lodge (Midewiwin) on Lake Winnipeg.

Portraits by Professor A. Irvi

NENAWAN

A member of the Little Grand Rapids Band of Indians, 150 miles east of Lake Winnipeg. The English translation of the Indian name is, "Divided in Half."

Hallowell, University of Pennsylvania

Wild Rice

By E. GREEN
Winnipeg

This Cereal Growing Abundantly in Canada's Marsh Lands for Centuries Has Been a Staple Food of the Indian and Explorer. Yet Today, Though of Greater Food Value Than Wheat, It Is Almost Unknown in Canadian Cities.

HOW simple it would be for the explorer if he could find sufficient food en route for all his needs. Apparently this is possible if one travels through the lake regions of Canada. Here, for the taking, one may find wild rice cereal equal in calories to rolled oats and having greater food value than wheat.

Its value as a food may be judged from the writings of a gentleman in 1766, who stated: "In future periods it will be of great service to the infant colonies as it will afford them a present support, until, in the course of cultivation, other supplies can be produced." In 1775 another writer said: "Without a large quantity of wild rice (obtained at the Lake of the Woods) the voyage beyond the Saskatchewan river could never have been completed."

Again, a Hudson's Bay Company factor, travelling over what is now known as northwestern Ontario and northern Manitoba, used wild rice in his menu when other supplies were scarce. He was profuse in his praise of the cereal and mentioned it several times in his journal.

In 1828 another writer said: "It is astonishing, amidst all our eager and multiplied agricultural researches, that so little attention has been bestowed upon this interesting and valuable grain. It has scarcely been known, except by Canadian hunters and savages, that such a grain, the resource of a vast country, existed. It is a mistake that it is found only in the northern regions."

By these remarks it will be seen that the grain was of inestimable importance during the early days of the Northwest.

What is wild rice?

The plant itself is very attractive in appearance and belongs to the grass family. The main stem is hollow and varies in height from two to ten feet, with green vigorous leaves from the base to the top, where it terminates in a purple flower, but the form varies somewhat according to the geographic location.

Wild rice will not grow in stagnant, or alkaline waters, and if a trace of salt is present the plant will die. It is found mostly in mud-bottomed flats along fresh water rivers where they empty into lakes. The Point du Bois district of Manitoba has probably the largest wild rice marshes in Canada.

As the name implies, wild rice thrives in wild places. Efforts to domesticate it have met with little or no success and commercial production of the grain is improbable. Despite this it can be cultivated, but it should be remem-

bered that wild animals and fowl are also partial to its delicious flavour.

In cultivation, the careful selection of seed is necessary, and years of experiment have produced certain rules that must be followed. Good, vigorous seed should be soaked in water and those that sink readily are the ones to use. The lighter seeds can be thrown away as they are useless and will serve only as an attraction to water fowl.

In sowing, the fresh well ripened seed will sink quickly and its sharp point will penetrate the mud and the seed is quickly buried. Care should be taken to note exactly where the seed sinks, as it is possible it may drift and be smothered in water that is more than two to three feet deep.

The hot suns of July and August are required for wild rice, and about the end of August the shoots should be appearing above the water.

It is possible to grow the cereal in specially constructed trenches adjacent to flowing water, but it is not recommended.

In obtaining seed for resowing marshes experiment has shown that seeds gathered in the ripened state and kept for three days do not germinate as readily as those sown at once. Others gathered in the green stage off the plants and kept for the same length of time give a lesser percentage of germination. In other words, the seed fully matured on the plant and sown at once gives the best results.

That it is possible to dry and ship seed is shown by the fact that a shipment sent to Kew Gardens, London, England, did not reach there until twenty-five days after it was picked, yet a germination of forty-two percent was recorded.

Further, it has been found that seed should not be exposed to the rays of the sun after gathering. This destroys its germinating value.

Strange to relate, the method of harvesting and threshing wild rice is much the same as it was three hundred years ago. Modern science has found no effective way of hulling the grain and experts have stated it is unlikely machines will be designed for this purpose.

The harvesting is done by old men and squaws, who thrust canoes or flat bottomed boats through the marshes. The man moves the craft while the squaw, using two short sticks, bends the heads of the plants over into the boat and beats the grain out.

This method results in only the fully ripened grain being gathered, and on a later date another trip is made to garner the remaining ears.

In some districts the grain is gathered for parching while still in the milk stage. This necessitates rather rough treatment, and as a result many fine patches of rice are disappearing, as few seeds fall into the water for the next year's crop.

Other systems are in use for gathering the grain, chief among these being that of tying the heads together with twine made from the soft inner bark of the basswood. Starting from the bottom of the plant, the tying is continued to the top, which is looped and gathered in such a manner that it is possible for each family to identify its own grain. This also serves to protect the heads against wild fowl.

At Point du Bois, Manitoba, a schooner has been devised to harvest the crop. Instead of the customary sticks used to catch the rice and beat it, "wings" have been designed which gather the grain and shake it into the smooth bottom of the boat. The wings can be raised or lowered according to the height of the crop. This method has resulted in obtaining better rice without injury to the plants.

The length of time for harvest is usually ten to fourteen days.

After harvesting, the rice is dried in the sun and is then ready for parching. The parching process also has not differed through time. The grain is placed on a metal plate over a slow fire. A squaw stands close by and moves the rice about to prevent burning. The heat swells the starchy grain and the hulls are split. The next step is the actual threshing, which, without doubt, is accomplished in the most primitive manner.

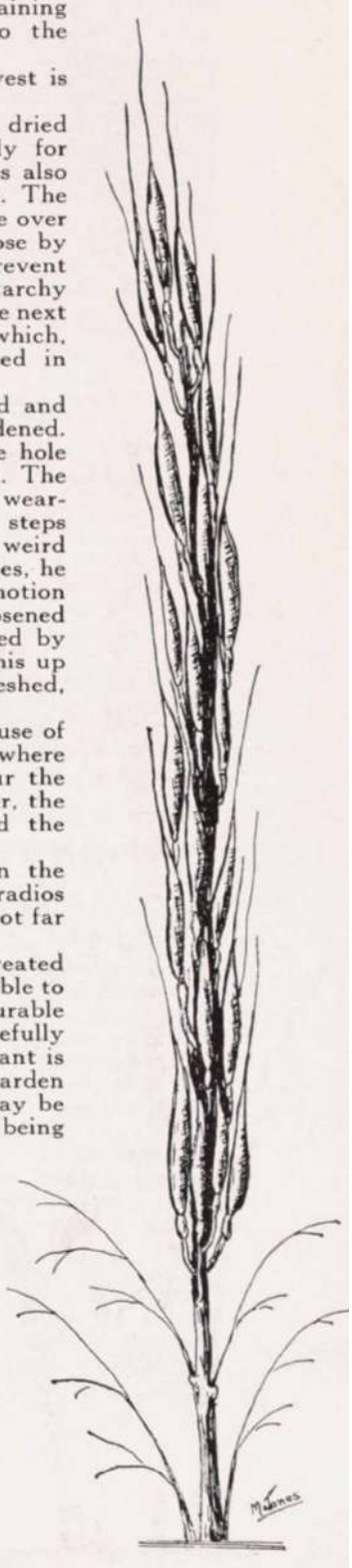
A hole is dug in the ground and the interior smoothed and hardened. Two poles are placed near the hole about two feet off the ground. The grain is dumped in and a man wearing rubber covered moccasins steps into the hole and commences a weird sort of dance. Grasping the poles, he shuffles his feet in a scouring motion which strips the partially loosened hulls from the grain. Supported by the poles, he is able to keep this up until the grain is thoroughly threshed, if the term may be used.

The grain is cleaned by the use of shallow pans. Squaws stand where the wind is strongest and pour the grain from one pan to the other, the chaff being carried away and the grain left ready for use.

And all this takes place in the twentieth century, an age of radios and automatic machines, and not far from the cities.

The foregoing may have created the impression that it is impossible to store seed for planting favourable marsh land. This is not so. Carefully selected seed ripened on the plant is scattered between mud and garden soil in shallow boxes. These may be sunk in barrels of water, care being taken to see that the top layer in the barrel is not permitted to become dry. The barrels must be kept in a shady place and may be left outside all winter. Freezing does not harm the seed and it may be kept quite as well in a

[*Continued on page 66*



Lost in the Arctic

By
RICHARD FINNIE
Ottawa

For Five Days, Scantily Clad, Foodless and Shelterless, Rev. J. H. Webster, Anglican Missionary at Coppermine on the Western Arctic Coast, Wandered Hopelessly Lost in 40 Below Weather. He Lived to Tell the Story Which Is Here Recounted by Mr. Finnie, Who Cared for Him During His Convalescence at Coppermine.

EVERY school-boy has read about men getting lost in the Far North and wandering helplessly until rescued, or until finally succumbing to cold and exposure. Today, however, there are few casualties, and when one occurs it is generally because the victim becomes panic stricken.

During a winter at Coronation Gulf, on the Arctic coast midway between Hudson Bay and Alaska, I had a small part in an adventure that as far as I have been able to determine is absolutely unparallelled in polar history.

It was in the coldest month of the year, the temperature averaging thirty degrees below zero, with a constant bitter wind, when a man lightly clad, shelterless, foodless and weaponless, stumbled over the frozen wastes for the better part of a week and then—

But it is an epic story, and every detail is true as here set down.

On Saturday, 24th January 1931, the Anglican missionary, Rev. J. H. Webster, left on the first lap of an extended tour. It had been his intention to have an Eskimo helper accompany him but, being variously delayed, he had instructed the Eskimo to precede him to Kikiktahowgyuk, an island eight miles northeast

Above: Rev. J. H. Webster during his convalescence. That he survived five days of exposure in 40 below weather, lightly clad, foodless and shelterless is one of the unparallelled stories of the Arctic.

Left: The missionary is here seen guiding his sled over a "pressure ridge" in the sea ice north of Coronation Gulf. It was on such a ridge that his sled got caught at the start of his five-day ordeal.

Opposite Page

One of the searchers stands on the top of a cliff and scans the surrounding sea ice in hope of seeing the lost missionary. Webster himself, meanwhile, worn by exposure and starvation, was climbing just such cliffs to try to get oriented.

of Coppermine, where the two were to remain with a band of seal hunters for the week end before continuing the trip. At six p.m. Webster had gone off with a team of seven dogs and a sled heavily loaded with camping gear and provisions. Under ordinary conditions he should have reached the island in two or three hours, but shortly a northeast wind whipped up a ground-drift that seriously impaired visibility.

No concern was felt for his safety until Tuesday afternoon, when a party of Eskimos arrived from the island with the news that he had not yet appeared there, but that his leader, the most important dog in the team, had turned up wearing a broken harness. Here was mute evidence that something was wrong.

We were told that one Eskimo had crossed a white man's trail near the island and had set out to trace it.

What had happened to Webster? It was recalled that the missionary, who was very near-sighted, had once lost his glasses on a sled journey and was thereby rendered helpless. He had then been rescued by an Eskimo who chanced to be travelling in his direction. Perhaps something of the sort was taking place now.

The whole settlement was agitated. The population, numbering less than a dozen whites, was made up of Hudson's Bay Company traders, wireless operators, priests, a Royal Canadian Mounted Policeman, a Government doctor and myself. Everyone was fond of Webster. It was agreed that if he were not located the next day the policeman and the doctor, using augmented teams, would drive to Kikiktahowgyuk and thence cover a chain of islands leading off to the eastward, while I would stay at the medical station to keep the fires burning and look after the doctor's patients.

In the morning two teams reached the settlement from Kikiktahowgyuk to say that the man who had been following what he thought to be Webster's trail had come to a dead end. They had nothing else to report.

Webster had now been gone for four days. It was conjectural whether he would yet be alive. Of course, if he were uninjured and still had his sled, even though his dogs had deserted him, he might be reasonably comfortable awaiting relief in a makeshift tent or igloo.

Proposing to offer a reward equivalent in trade to ten fox skins to the Eskimo discovering Webster and lesser amounts to the runners-up, the doctor and the policeman left in the afternoon for Kikiktahowgyuk to organize search parties.

On Friday morning a young Eskimo named Telraytuk, who had been among the seal hunters at the outlying island, drove up to the medical station wearing a quizzical expression indicating that he had something on his mind.

"Is there any news?" we asked him.

"*Watchyaygo*—by and by," he replied. "I am hungry; will you give me some tea and biscuits?"

He was brought indoors, where he sat down at the kitchen table and unhurriedly munched his food. Suddenly lowering his cup, he met my eager look and volunteered, "Minister at Kikiktahowgyuk. I found him. Maybe he is all right."

It transpired that Noyakak, another Eskimo youth, had come upon Webster's team and sled the day before but, seeing no further evidence of the owner, had started toward the seal camp with them. On the way he met Telraytuk, who, envisioning the enticing reward, took the bedding from Webster's sled and began a reconnaisance. He zigzagged over the sea ice all afternoon, examined this trail and that, winding up at a shack used for storing fish on the coast ten miles east of Coppermine. He passed it, went some distance, then impulsively returned.

All at once his dogs quickened their pace, broke into a gallop and struck for a dark object that

Above: An unusual action picture of a dog driver trying to untangle his team. (The sled is obscured by the quarrelling dogs.) Mix-ups are inevitable with an untrained dog in the lead. When Rev. Webster's lead dog got away the missionary was unable to get the remaining dogs to work together. Helpless without his leader he left his sled to try to find him. It was then that his troubles began.

looked like a seal sleeping on the ice. It turned out to be a prostrate man. Raising himself to a sitting position he said over and over, "*Oowungah meeneetuh, Oowungah meeneetuh*—I am the minister." As if there could be any doubt as to his identity!

Webster's boots and socks were quickly removed, and Telraytuk chafed the bare feet and slipped them between his deerskin clothing and his body to restore circulation. Tucking the semi-conscious man into the sleeping-bag, he lashed him onto the sled and drove at top speed to the seal hunters' camp.

With the casualness of his race, Telraytuk had delayed conveying the news to us until the following morning.

During his convalescence at the medical station, Webster recounted his adventures bit by bit. In conformity with precedent and tradition, Webster ought to be dead! How he came through almost unscathed—only a couple of his fingers had been nipped—from five days of exposure at temperatures varying between thirty and forty degrees below zero, minus food, heat and shelter, is regarded as one of the Arctic's strangest paradoxes.

"The moon was on the quarter," began Webster; "and there was a good trail to the camp, so I had no fear about starting as darkness fell. I easily followed the trail for an hour, then lost it on account of fog and a northeast wind. Continuing by dead reckoning for two hours, I thought I sighted an island through the gloom but, not being sure, I decided to camp for the night where I was. In manoeuvering the team to find a snow-drift that would make a haven, I got the sled fouled on a pressure ridge. I broke away a good deal of the rough ice around the runners, called 'Mush!' and swung the team to the right and left in an effort to get clear. The

Below: The seal-hunting camp of the Copper Eskimos at the island of Kikiktahowgyuk to which Rev. Webster was heading. When he was found it was to one of these igloos that he was brought and miraculously revived.

The author's winter base at Coronation Gulf where Rev. Webster spent his convalescence.

sled did not budge. I bent down and began hacking again at the obstructing ice; then, standing up, I made the startling discovery that my leader had broken loose and run off! The wind was unabated and flying snow obscured the moon. It would be folly to try to retrieve him until conditions improved.

"I unpacked the sled, tipped it on its side and, using the uppermost runner as a ridge-pole, I improvised a lean-to with a tarpaulin. Crawling underneath, I lit my primus stove, made tea and went to sleep.

"I awoke at daylight and tried to get the primus going, but the wind was stronger now and the stove would not burn. The idea of having breakfast had to be given up. I turned the sled around, loaded it and undertook to pull off with an untrained dog in the lead. The sled stuck each time the dogs were induced to tug, and when it was dislodged they refused to work in unison. I jettisoned a large part of the load, but the team remained useless, not having the usual leader.

"Believing myself to be on the south side of Kikiktahowgyuk, I set out on foot to find the seal hunters' camp. After walking for some time, I struck a faint trail. I followed it and wound up at my own team! I had circumnavigated a small island.

"Seeing the sun's glow through the momentarily thinning mist, I plodded towards it, knowing the direction to be due south. Perhaps in this way I might find the settlement, I thought.

"I encountered a track which seemed to be that of a dog, possibly my missing leader, who had been trotting through soft snow since blown away, leaving a clear, raised spoor. Endeavouring to follow it, I presently came to what I supposed was another island. (It turned out to be the mainland where no one would have expected Webster to go.) I headed up a ravine, but I do not remember exactly why, because the spoor was no longer visible. Shut in by high cliffs, I was utterly lost.

"A retreat to the sled was now out of the question as, in walking away from it so confidently the last time, I had crossed many wind-swept patches of ice where no guiding footprints were left. And I at once realized that I had been foolhardy in separating myself from the sled, my sole base of supplies.

"Not having eaten since yesterday, I was beginning to feel hungry, but I had no food with me. My only implement was a pocket-knife, whereas if I had only brought my twelve inch snow-knife I could have made a small igloo to shelter me until the blow subsided. Crouched on a knoll, I became chilly and regretted that I was not more substantially dressed. My inner and outer sets of caribou-skin parkas, trousers and foot gear were adequate for running alongside of a trotting team, but hardly warm enough to wear while sitting in the open with the thermometer hovering around forty below.

"Rather than be idle, I got up and went along a frozen creek bed that led southeast as nearly as I could ascertain. At dusk I lay down in a drift, broke the surface crust with my feet and worked myself underneath, piling snow on top. To prevent their freezing, I pulled off my moist mitts and tucked them inside my coat. Drawing my arms out of the parka's sleeves, I stuck my bare hands down the front of my trousers, against my skin. About every two hours I had to walk around to regain circulation, after which I reburied myself.

"I got under way as day was breaking. In order to conserve strength, and feeling that this course would bring me nearer home, I turned west and kept in line with some bluffs. They seemed interminable, so I climbed a few of them in the vain hope of getting my bearings.

"In mid afternoon I came upon a trapping trail which I resolved to follow, thinking it might lead me out of the maze, or at least bring me to a camp of some sort. The trap line ranged along a frozen creek that twisted and turned to all points of the compass. The snow was soft and deep and I was able to keep on the line only by looking out for the sticks set up to mark the traps. I hoped one of the traps would be holding a fox—which I was ready to kill and eat raw—but they were all empty. The weather was better and at dusk the trail had become more clearly defined, so I kept going by moonlight for a few hours, when I grew weary.

"My feet were cold and giving me a lot of trouble. Within my moose-skin soled boots they were protected only by two pairs of deerskin socks. Before digging myself into a snow-bank, I cut off part of the top of one of my right socks to make an inner sole, meanwhile having the foot wrapped in my woolen cap for protection. I had difficulty in getting the remaining sock out of the boot, as it was stuck with frozen sweat. When I did get it free I thawed it out under my parka against my chest. So tired was I from the exertion and so numb were my hands that, after readjusting the right foot-gear, I dared not tamper with the left.

"It was with amazement that I opened my eyes the third morning. During the night I had been oppressed with the feeling that I would never again see daylight. My body was chilled and aching, but I forced myself to renew the search for some landmark that might point the way to safety. A few yards beyond my resting place I noticed the ruins of a crudely made igloo or perhaps a wall used as a wind-break. Its contours did not suggest the work of an Eskimo, so I concluded that it had been put up by a white man who had been caught here in a storm for a few hours, and that it was his trap line I had been following. Not knowing of any white man who had traps set on the mainland any distance from the coast, I was convinced that I was in the midst of some large island out in Coronation Gulf.

"I forged along the trap line until it abruptly ended. It had got me nowhere. Wearily I retraced my steps to my camp of the previous night. With the aid of my pocket-knife I rearranged the snow blocks of the structure I had found into some semblance of an igloo. I crawled inside; but soon learning that my igloo was a colder place in which to sleep than a snow-drift, I abandoned it.

"The pain of hunger scarcely gnawed at my vitals any more, but I did wish that I could warm myself at a cheery blaze. If only I could have a little fire in the igloo I might be given new strength. There were a few stunted willow bushes nearby; I could cut twigs from them and whittle off shavings to start a fire. I fumbled through my pockets for matches, but there weren't any. Not being a smoker, I had left all my matches on the sled. I pictured them lying in a wooden box with the primus stove; and alongside were beans, bacon and hardtack, and a thermos full of coffee. The coffee, though, would be frozen by now—it was four days since I had poured it into the bottle.

"I wondered if the sled and dogs had been picked up yet. But surely they had. And now there would be teams scouring the country for me. Would they find me in time? I asked myself. I was haunted by the illusion of hearing the crunching of sled runners on the snow and the commands of a driver to his dogs, but it was just the wind sweeping across the tundra. I slept fitfully.

"It is an old proverb which reads, 'The darkest hour cometh before the dawn.' I awoke on the fourth morning when it was pitch black; the moon and stars had disappeared, but there was still no streak of light against the southern horizon. I awaited dawn and then started off.

"Yesterday, in returning to my camp, I had observed several miles to the south a bluff that reminded me of one on Kikiktahowgyuk island, so I made up my mind to investigate it. To reach it I was obliged to toil over one hill after another, and I had to rest many times on the way.

"At last I stood on the summit. A great expanse of rolling plains was all that I saw—there was no indication of the sea ice, or any familiar point whatsoever.

"My chagrin was forgotten for a minute when I spotted an Arctic hare, which I painstakingly stalked. Creeping forward, I grasped a stone that had been lying on a piece of ground swept clear of snow. The hare was just a few feet away, apparently asleep, when I threw the stone at him, but it missed and he loped tantalizingly out of sight.

"I felt faint, worn down by starvation and the long up-hill walk, and it seemed an age before I had made the descent. While crossing three small lakes I halted at one of them to chip out some ice to quench my thirst. I had periodically eaten handfuls of snow, but a large quantity was needed to give any satisfaction. The ice proved not much better; it only seared my mouth, which was already sore from sucking snow.

"At nightfall I went back to my old camp-site. There was no other place for me to go. Prior to settling down to sleep I traced in the snow the word 'Help' a few times near a fox trap, then, as I moved towards the drift in which I intended burying myself, I drew some arrows pointing in that direction.

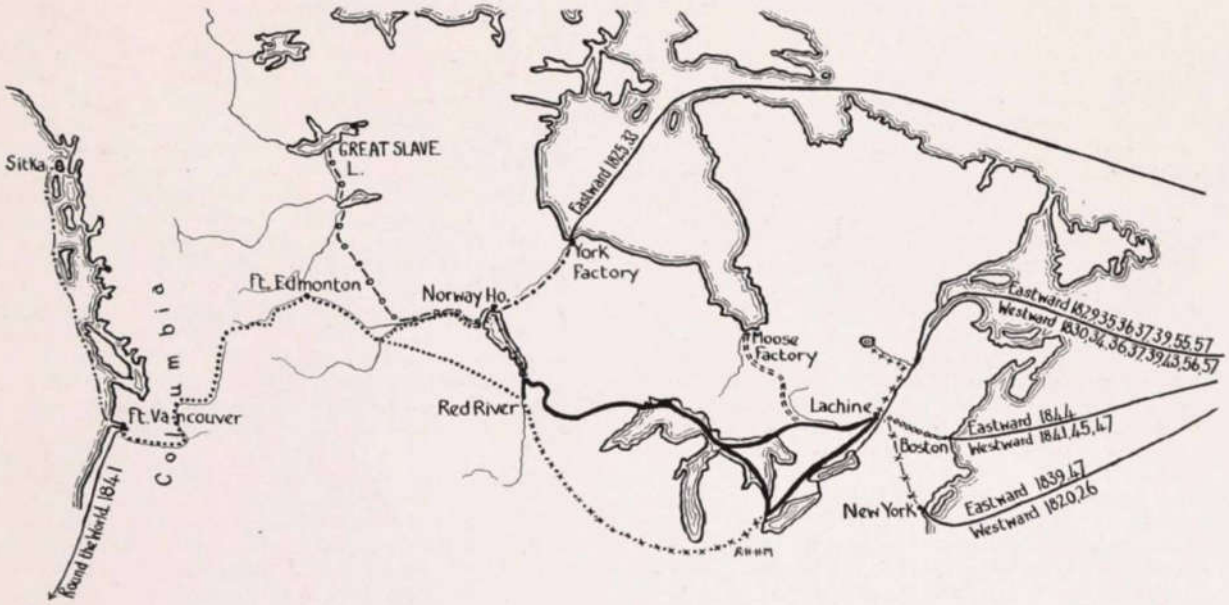
"I was so exhausted that I doubted whether I would be able to rouse myself once I had lain down. But I did; on four occasions during the night I shifted to a fresh bed. I was too cold and distraught to sleep much, and my imagination took hold of me and made me worry. The thought of dying did not appal me—it loomed up rather as a means of escape from my misery—but I sorrowfully visualized the effect on my mother and the others at home as they received the news. I kept telling myself that for their sake I must battle against despondency, that I must bear up somehow until help arrived. I argued that while there was life there should be hope, although deep down in my heart I knew that I could not last much longer.

"Early the fifth morning I left my dug-out, deciding that the trap line held out the final chance for me to save myself. I went back along it, tramping in the footprints I had made three days ago. In eight hours or so, after many rest periods, I passed by the spot where I had first come upon the trap line. Another two hours of walking brought me over the brow of a high hill. [*Continued on page 66*

THE JOURNEYS OF SIR GEORGE SIMPSON, 1820-1860

Based upon his letters now in the Archives of the Hudson's Bay Company.

FROM—TO	APPROXIMATE ROUTES	YEARS TRAVELLED (Years underlined mean the return journey was made the same year)
New York—Lachine	-x-x-	1820, 1826, 1839, 1847
Boston—Lachine	ooooooo	1841, 1844, 1845, 1847
Lachine—Lake Winnipeg, en route to either Red River or Norway House (via Toronto and Detroit in 1848 and 1857)	———	1820, 1826, 1827, 1828, 1829, 1830, 1833, 1834, 1835, 1836, 1837, 1839, 1841, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1852 to Sault Ste. Marie only, 1853, 1854, 1855, 1856, 1857, 1858, 1859
Red River—Norway House	++++	1820, 1822, 1824, 1826, 1828, 1829, 1830, 1831, 1832, 1834, 1836, 1837, 1846, 1847, 1848, 1849, 1850, 1853, 1854, 1855, 1856, 1858, 1859
Norway House—York Factory	-•-•-	1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1830, 1831, 1832, 1834, 1846
Norway House—Athabasca and Great Slave Lake	-o-o-	1820, 1821, 1822, 1823
Norway House or Red River—Columbia	•••••••	1824, 1825, 1828, 1829, 1841
Moose Factory—Lachine, Red River Route	====	1827, 1829, 1834, 1836, 1837, 1839, 1843, 1844, 1851
Lachine—Lake St. John	+++++	1839
Ft. Vancouver—Sitka	-••-••	1841
Lachine—St. Paul	x-x-x-x-	1860
Red River—Detroit, via St. Paul	x-x-x-x-	1858



Intelligent self-interest will never find a more glittering example than George Simpson. He is the complete "success" biography; all that has been written in maxims about ambition and hard work applies to this man's remarkable career. He was wrong about many things—as most of us are. He had enemies—probably more than most strong men. But he had mental power supported by a strong body, which is a priceless blend in any human being.

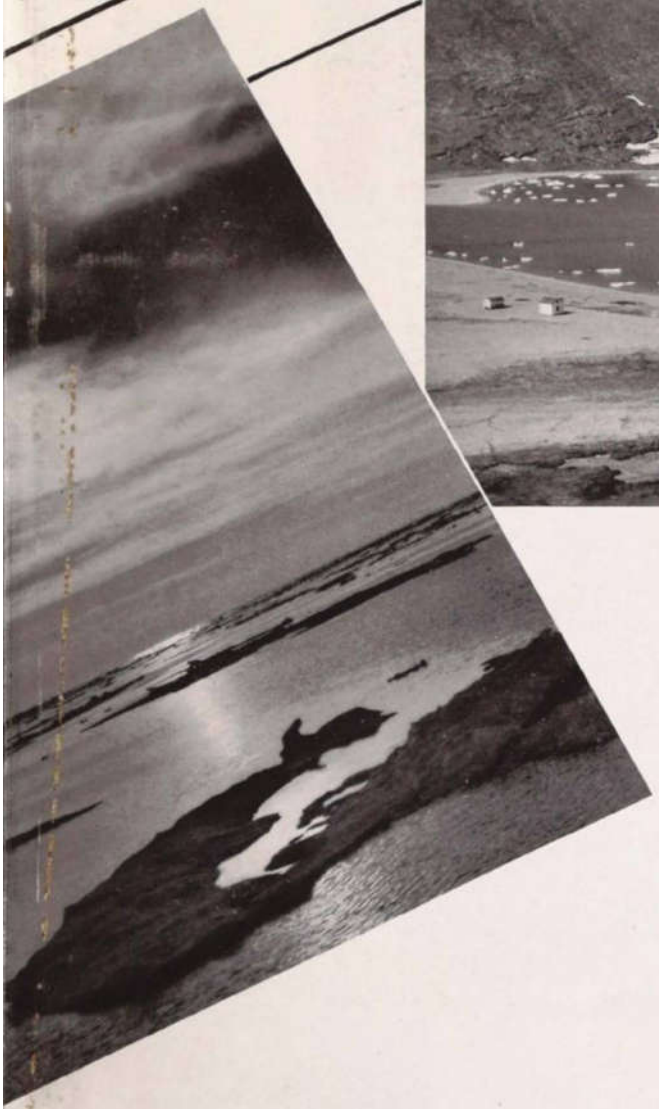
Nothing can demonstrate more effectively Simpson's energetic administration as governor-in-chief of the Hudson's Bay territories than a study of his travels. We who move conveniently across this continent today will do well to study the canoe and portage journeys of George Simpson.

The map reproduced on this page is based upon a compilation by Mr. Leveson Gower, the Company's archivist, whose facts were drawn from Simpson's letters and journals. As the senior officer of the Company in Canada, he was able to command the very best equipment available, but express canoes and horses could not eliminate mosquitoes, flies, nights in the rain and the necessity for wading icy mountain streams. Moreover, the Company's business must go on and the governor dictated letters in canoes, kept his journal by candle light, inspected posts before dawn and drove his canoe men to the point of mutiny. Twenty-two times he made the trip from Lachine to Lake Winnipeg, thirteen times he went from Norway House to York Factory, while most of us, if we had made either journey once under similar conditions, would consider ourselves veterans of wilderness travels and tell the tale many times. To Simpson these things were routine, and in several instances his travels can be traced from Lachine to Red River, then across the Atlantic and back again in the course of a single year. In these days though, time, distance and weather have not been conquered, but they are at least being brought under control; the actual physical energy expended in carrying on the Company's work—retail, fur trade and land—makes an interesting study by comparison. In Simpson's regime (1821-1860) there were still white spaces on the map of Canada to indicate places where no white man had ever been, but, now that the lines of our maps are clear and sharp, airplanes, radio and gasoline engines have not quite eliminated the exertion of travel by canoe, portage and dog team. We may still appreciate the rigours of front line management of a century ago.

"It's North You May

Six Photographs Taken During a Summer Cruise into the Eastern Arctic on the Hudson's Bay Company Supply Vessel R.M.S. "Nascopie."

"Run to the Rime-Ringed Sun"



Left: The ship which takes you north, five hundred miles inside the Arctic Circle, where the sun does not set all summer and blue ice gives relief to a desolate prospect. The Company's R.M.S. "Nascopie" lying off Port Burwell post.

Centre: Familiar northern scene—seas rippled by a gentle breeze, and ice softened and fantastically carved by the sun. Seals slide silently off the ice as the ship approaches, to reappear when she has left them far astern.

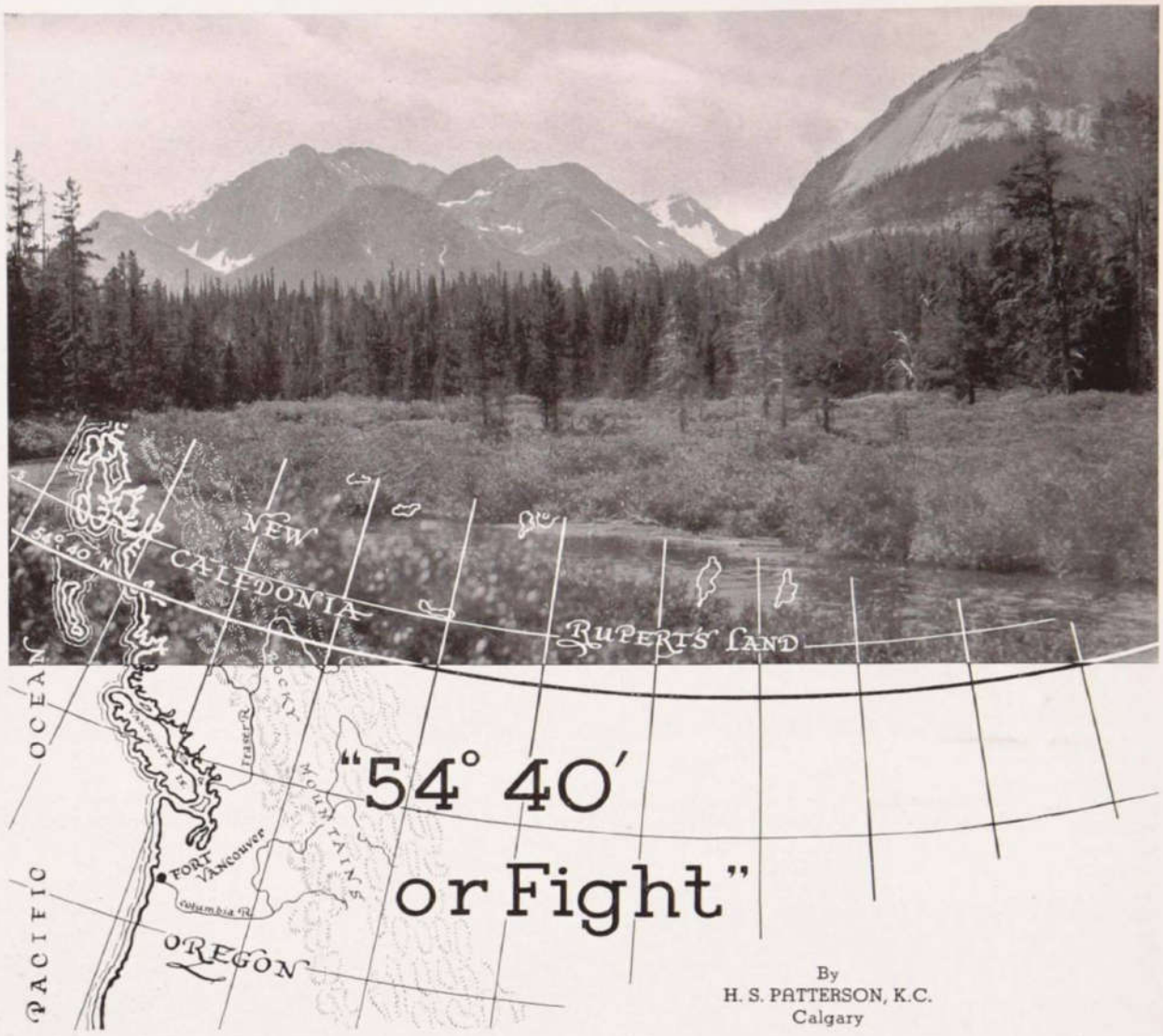
Right: A few weeks ago the wind howled down the inlet driving the snow across the ice to eddy and drift around the post buildings. But now no snow remains save on the northern slopes and Arctic wild flowers have sprung up almost overnight.

PHOTOGRAPHS BY BASSETT, ASSOCIATED SCREEN NEWS AND MAX SAUER, JNR.

Left: There's always work for the crew, and here, as the ship navigates through ice, the rat-line is repaired.

Above: Flour and sugar for a fur trade post, and an awkward shore for landing cargo.

Below: The seas are clear of ice, the last load has gone ashore, and a chill wind reminds us that summer is short.



"54° 40′ or Fight"

By
H. S. PATTERSON, K.C.
Calgary

In 1844 the Far Western Boundary Between Canada and the United States Was a Matter of Bitter Dispute. Polk, Democratic Candidate for the Presidency, That Year Ran His Famous Election on the Cry "54° 40′ or Fight." In 1845 Two British Officers, Warre and Vavasour, Were Sent to Consider the Feasibility of Sending Troops Overland Through the Rocky Mountains to the Oregon Boundary.

TWO travellers might have been seen in the autumn of 1845 near Fort Vancouver, a Hudson's Bay fort on the Columbia river. They had come by canoe and horseback across Canada all the way from Montreal. In Oregon they came in contact with the immigration then pouring in to that territory and California. Parkman, in his "Oregon Trail," has left an interesting account of this movement, which he had encountered in his journey of the previous year. He shunned these immigrants, partly because some, as he puts it, were the vilest outcasts of society, but principally because of their insatiable curiosity. There was nothing of one's past history or present intentions which they did not eagerly explore; and, when the last answer was given, suspicion still remained.

No doubt these travellers were cross-examined, as Parkman was. To all who asked, they replied

that they were men interested in sports and science, that they had come to the country to hunt and fish, to classify the animal and vegetable life and to enjoy the scenery. They played the part of wealthy tourists, for we know that they appeared on occasion in frock coat and vest and wore fine beaver hats. In support of their story, one of them could point to his companion, who might have been seen before an easel, surrounded by natives, immigrants or Hudson's Bay Company servants, who watched with delight how skilfully the external world was translated to the artist's canvas.

These men were the secret agents of the government of Great Britain. They had been sent across the continent to report on the feasibility of sending troops over Canada and through the Rocky Mountains to the Oregon boundary, then in dispute, and to make recommendations for the fortification of the Columbia river and for the protection of British interests in that region. Their party constituted the first British military expedition to cross the continent and marked the first appearance of the Royal Engineers in what is now Western Canada.

A word or two in regard to the background. The boundary between Canada and the United States had been settled as far as the Rocky Mountains in 1818, and from then on the situation was governed by treaties of joint occupation. In the meantime the United States had bought Spain's claim and the rights of Russia south of 54°40′. The North-West Company had gone into the country in 1806, and, after the amalgamation of the two fur companies, the Hudson's Bay Company in 1829 had sent Dr. John McLoughlin to Fort Vancouver as chief factor. McLoughlin was a colonizer and brought in Canadians from Red River. The first party, consisting of four families, came in 1830, and was followed by larger parties in subsequent years. In 1841, according to some reports, one hundred and fifty Canadians and their families crossed the prairies and, leaving their carts at Bow Fort and mouth of the Kananaskis river, proceeded through the Rocky Mountains to the Oregon territory. The emigration under Sinclair which took place in this year is well known. Up to this time there were only about thirty Americans in Oregon, and it was in this year that the first small party came in from the frontier districts of the United States.

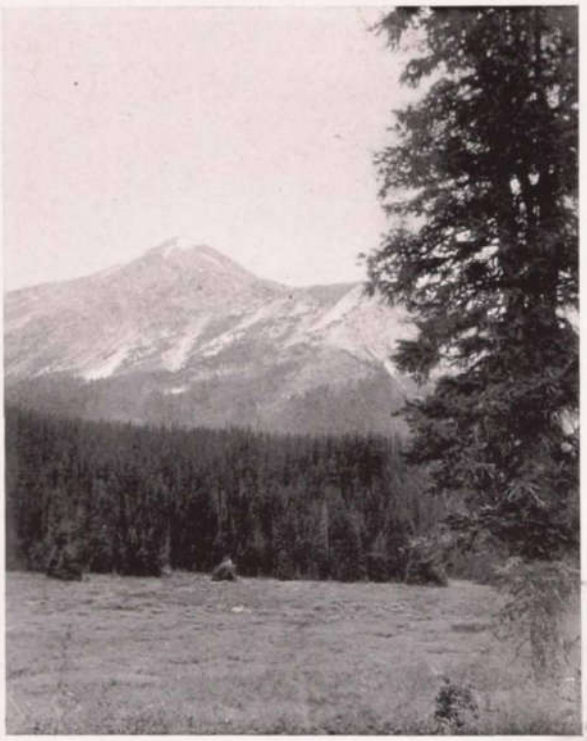
When these arrived McLoughlin made a decision which had grave consequences. He decided to colonize them. He made grants of land, gave them credit at the Hudson's Bay stores and afforded them the use of the Company's shipping facilities.

The treatment accorded the Americans undoubtedly had something to do with the latter immigration. In 1843 this amounted to 1000, in 1844 to 1400, and in 1845 to about 3000 souls. Those who came in 1845 brought 6000 cattle and 570 wagons, drawn by oxen.

The situation in Oregon now no longer depended on naval power, and the Americans were quick to realize this. In 1844 Polk ran his famous election on the cry of "54°40′ or fight." Had his policy succeeded the western boundary of Canada would have been the eastern range of the Rocky Mountains, and we would have been completely cut off from the Pacific Ocean. In his presidential message of the following year he referred to the "clear and unquestionable" claims of the United States to the whole of the Oregon territory. After this pronouncement insurance rates rose and many American craft would not undertake sea voyages. England sent the warships *Collingwood*, *Modeste* and *America* to the western coast, and the latter vessel wintered at Fort Vancouver. The home authorities instructed Governor Metcalfe to send an expedition to the Oregon boundary for the purposes hereinbefore referred to.

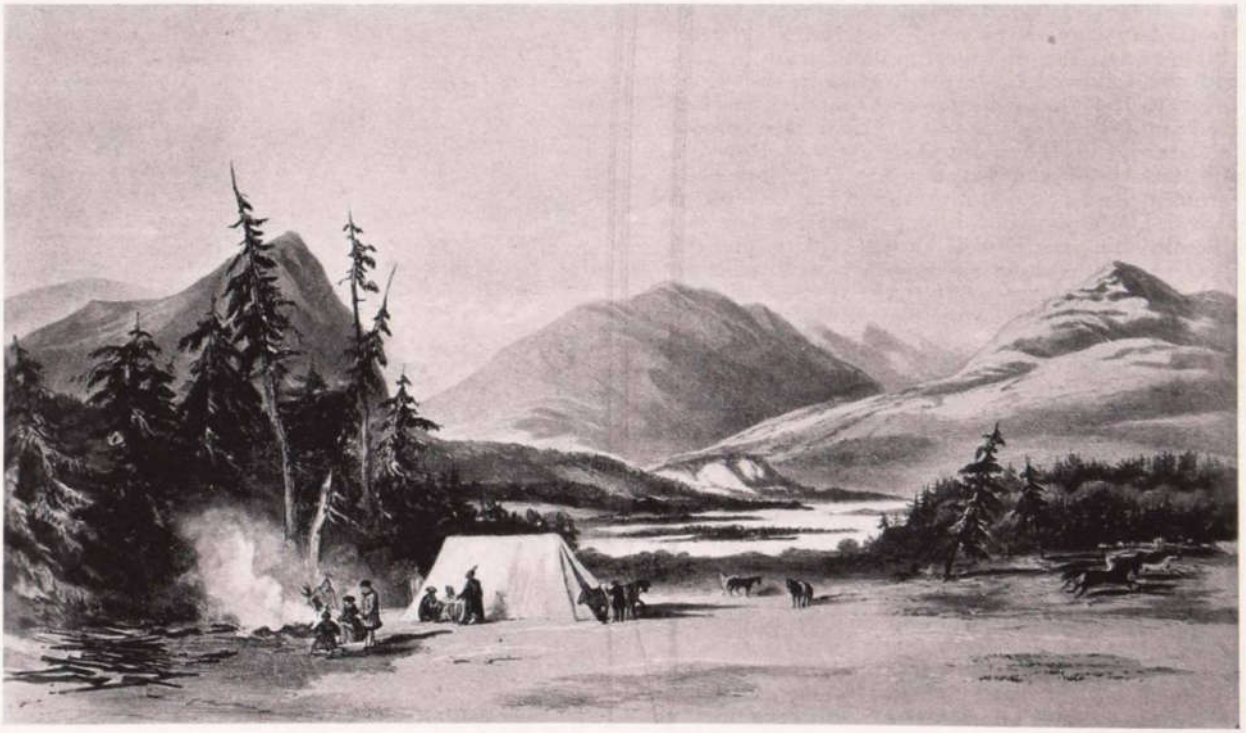
On May 2nd, 1845, Metcalfe asked Sir Richard Jackson, commander of the forces in Canada, to make the appointments, and on the 3rd Jackson instructed Lieut. Henry J. Warre, of the 14th Regiment, and M. Vavasour, of the Royal Engineers. On the 5th they were on their way, accompanied by Sir George Simpson, Governor of the Hudson's Bay Company. Their instructions were to proceed "ostensibly as private individuals seeking amusement." It was to be given out that they were known to the Hudson's Bay Company only as "private travellers for the pleasure of field sports and scientific pursuits."

In their journey west they followed the well-known fur trade route of the Ottawa river, Lake Nipissing, Georgian Bay and Lake Superior; then over the Grand Portage and down the Winnipeg river to Fort Garry, which they reached June 7th.



Mount Vavasour

Distant View of the Rocky Mountains (From the drawing by Lieut. H. J. Warre)



Source of the Columbia River (From the drawing by Lieut. H. J. Warre)

Here they wrote their first report, dated June 10, 1845. This document, the writer believes, has never been published, and for this reason is quoted at length.

"The Route by which we were conducted from Montreal to Lake Huron must be considered very objectionable for the conveyance of Troops in consequence of the numerous obstacles arising from the Rapids and Falls in the Ottawa, Matawa and French Rivers rendering it impracticable for any Craft that cannot be easily transported over the Rocky Passes or through the deep Swamps upon the shoulders of Four Men.

"Bark canoes are the only Vessels at present adapted for this navigation, and will carry, in addition to the 4 experienced guides (required in each canoe) 15 men and about 30 cwt. of baggage. This route can never be rendered necessary so long as the navigation of the Lakes is open, and would occupy five or six weeks in the transport of One Regiment, supposing the Hudson's Bay Company are enabled to furnish the required number of canoes for their conveyance.

"Troops can without difficulty and in 14 days be conveyed by steamers from Montreal to the Saulte St. Marie at the head of Lake Huron, where the Hudson's Bay Company have a trading Post capable of being formed into a Depot for Provisions and affording shelter for the Troops on their arrival. From the foot of the Saulte St. Marie there is a short Land Carriage or Portage of one mile to the shores of Lake Superior.

"Sir George Simpson informs us that the Hudson's Bay Company will undertake to supply the requisite number of Craft suitable to the navigation to convey the Troops to Fort William on the Kamanistaquoik River situated near the head of the Lake.

"From Fort William the Troops will be transported up the River Kamanistaquoik (350 miles) as far as the Lac la Pluie in light bark Canoes carrying Ten Men each, and 20 Cwt. of Baggage.

"Similar difficulties and impediments exist in the navigation of the Kamanistaquoik River as far as the Lac la Pluie as in the Ottawa arising from the same causes; viz. the strength of the Currents the numerous Rapids and frequent Portages which vary in length from a few yards to the distance of four miles, in several instances over high rocky lands and often through swamps, over which some more practicable Road-way would be required to facilitate the passage of any body of Troops.

"From the Lac la Pluie to the Red River Settlement, about 400 miles, the Lake and River connections admit the use of Flat bottomed Boats capable of carrying about 30 men with the requisite quantity of baggage etc.

"In the letter addressed by Sir George Simpson to ourselves dated Lac la Pluie May 30th, he informs us that the Hudson's Bay Company will be willing to contract for the conveyance of whatever Force may be deemed requisite from Fort William to Red River, a distance of 740 miles, at 40 shillings sterling per man, provided the soldiers gave their assistance in the Transport and in the Conveyance of Baggage etc. across the "Portages." In this case the journey from Fort William would occupy 20 to 25 days. Should the Troops be conveyed merely as passengers the Company would charge 60 shillings sterling per man, and nearly double the time would be lost in the passage.

"Artillery or Heavy Baggage, Amunition or Stores could not be conveyed by this Route in its present state, but we are informed that ordnance, stores, etc. can be conveyed with Much greater facility to the Red River Settlement by the Hudson's Bay Company's Ships to York Factory on the Hudsons Bay from thence a distance of about 600 miles of which Lake Winnipeg forms 250 miles.

"Should the facilities of this more Northern Route be such as have been represented to us it would appear preferable for the conveyance of *all* such Troops as may be required in the Settlement.

"The only apparent objection of this Route being the probability of the detention of the Ice in Hudsons Bay."

After a description of the Red River Settlement the report proceeds:

"Having thus in accordance with the wishes of Sir George Simpson and acting on the spirit of our instructions given our opinion as to the possibility of Troops being conveyed from Canada to this Settlement we would beg to call your Lordship's attention to the inutility of employing Infantry in a Country where the distances required to be traversed are so great that no Infantry Soldiers could compete with the Half-Breeds or Indian Tribes—the great majority of whom would be on Horseback either as an enemy or as an Ally. . . .

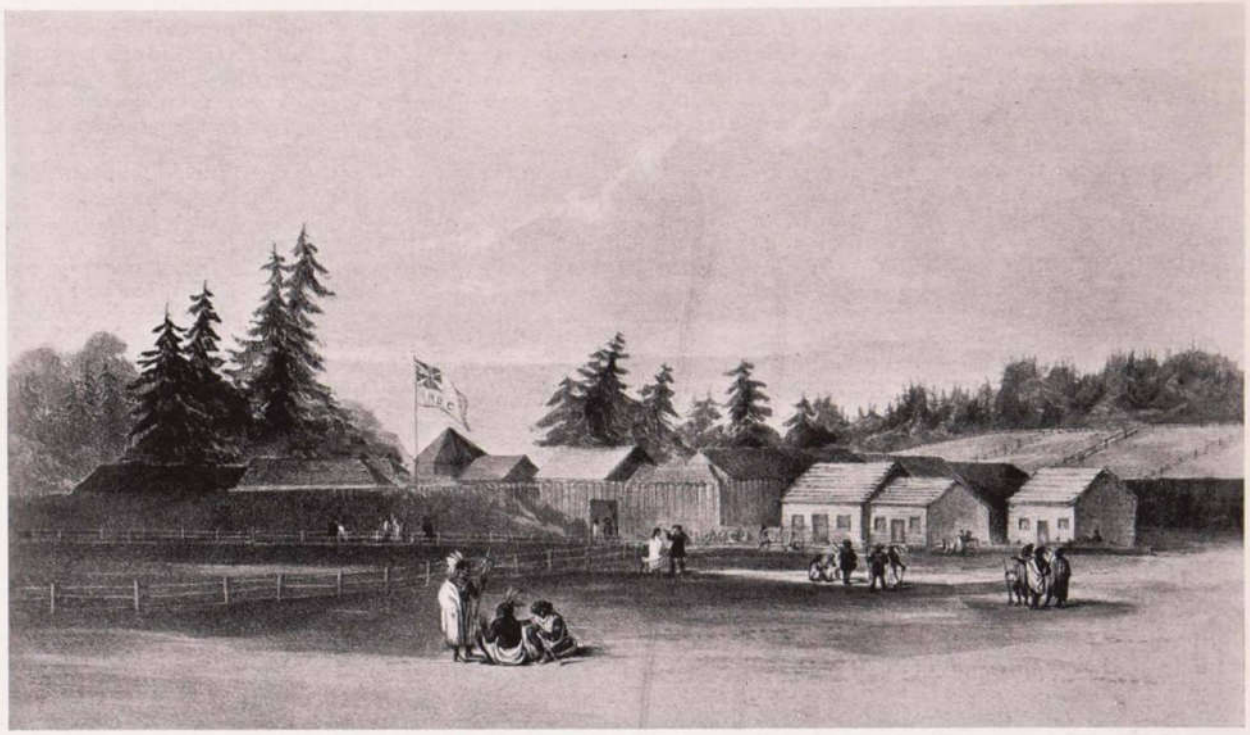
"As the Troops required in this Country would be to form a nucleus on which many hundreds of the Inhabitants might be formed into an irregular Corps for which their active pursuits and hardy life admirably adapt them, we would venture to suggest should it be deemed advisable to send any Troops to this quarter that a certain number of Steady Active Cavalry or Artillery Men who would have some knowledge of the Infantry Manouvres and the defence of Posts would appear preferable for the description of Warfare carried on in this Country. The unmounted Men would be able to act as a Reserve for the defence of the Posts which the proximity of the American Boundary renders necessary.

"Within the Boundary line of the United States on the right bank of the River St. Mary at the head of Lake Huron is a small Fort and Military Station giving the Government of the United States the Command at this important Point which may be considered as the Key to Lake Superior.

"We have the honour to inform your Lordship that perfect secrecy as to our destination has been maintained."

In the letter to Lord Metcalfe, accompanying the report, they say:

"With reference to the last paragraphs in the letter addressed to His Lordship the Secretary for the Colonies we deem it right to inform your Lordship that the Citizens of the United States have at present Five Schooners on Lake Superior. They have also a small Steam Propeller (with machinery etc. complete) about to be launched, for the conveyance of ore etc. and the Implements connected



Fort Vancouver of the Columbia River (From the drawing by Lieut H. J. Warre)

with their Mining Operations at Longue Pointe, situated about half way from the head of the Lake.

"Near Longue Pointe the Govt. of the United States are about to form a Military Post, ostensibly for the protection of their citizens on Lake Superior, but with the ultimate intention of placing another post at the head of the Lake (called Fond du Lac) in connection with the other posts already established on the River Mississipi, thus forming a complete cordon of Military Posts around the North Western Frontier and securing the complete command of the River and Lake communications in the event of hostilities ensuing."

On June 16th they left Red River on the journey over the prairies. The expedition was in charge of Peter Skeen Ogden, whom Simpson describes as an influential officer of the Hudson's Bay Company. He was the son of Chief Justice Ogden, of Montreal, had been chief factor at Stuart's Lake in New Aberdeen for over ten years and had formerly been in the Oregon country in charge of a party. Ogden was a short, stout man, well known as a practical joker and slightly over fifty years of age. One judges he would make good company. With them was also one Lane, whose given name does not appear in the reports but who seems to have been Richard Lane, mentioned in the Company's records as an apprentice clerk some years before. There were also six servants of the Hudson's Bay Company. Warre and Vavasour had two saddle horses and one pack horse each and changed mounts at the various forts, the first of which was Fort Ellice, "a trading post about two hundred miles from the settlement." From this point they proceeded to Fort Carlton, which they reached on July 1st, having been detained half a day crossing the southern branch of the Saskatchewan river, a task which they accomplished in batteaus, swimming the horses. Then they crossed the North Saskatchewan and ascended its left bank "through fine dry and open prairies to Fort Pitt," where they crossed again to the south bank, arriving at Fort Edmonton on July 12th. They had taken the northern route to avoid the bands of hostile Indians on the plains. The various posts are described in some detail. They were all similar in construction, being surrounded by pickets with a gallery inside to enable the defenders to fire over the top. The buildings were made of logs, "the intervals filled with clay." The forts were located having regard to firewood, and they state that some of them had been moved several times as the wood became scarce. They were incapable of resisting a siege and depended on the rivers for water. Some of them were commanded in the rear within musket range and could easily have been set on fire.

They left Fort Edmonton, which they describe as the best of the forts visited, on the 15th, went southerly, passing between Gull Lake and Buffalo Lake, and crossed the Red Deer river west of its junction with the Medicine.

Hereabouts they met a friendly band of Crees, to whom they gave presents. For some days Warre and Vavasour's party had been followed by a hos-

The American Village, probably near Fort Vancouver (From the drawing by Lieut. H. J. Warre)

tile band of Blackfeet, and these fell upon the Crees the day after they parted with them, killing most of the men and carrying off the women and children as slaves.

After crossing the river, they continued in a southerly direction, then turned westerly, and crossed the Bow river on July 25th in skin canoes carried for the purpose.

Their route through the Rockies can be determined with reasonable certainty. The sketch showing the Rocky Mountains from a distance was undoubtedly made at Big Hill Creek near Cochrane; so it is clear they did not go by Devil's Gap and Lake Minnewanka; and as they crossed the Bow river the day they entered the mountains, Simpson's pass may be eliminated. The only remaining routes would be Kananaskis pass or Whiteman's pass. It is extremely doubtful if the former was known at that time. Furthermore it would be impossible to go by Kananaskis and reach the Kootenay river by the 28th, on which day they crossed it. Palliser took twelve days. So it seems that Whiteman's pass must have been the route, and the meagre map filed with the reports bears this out. The joint report of October 26, 1845, says the pass was about 50°30′N. This would be considerably south of any pass then in use. Vavasour's report of March 1, 1846, puts the location about 51° N. The engineer would probably be more accurate, and this is the position given by Simpson, who also refers to it as the most southerly British pass. It lies twenty-five miles south and a few miles west of Canmore, and must not be confused with the ravine just south of this village sometimes called Whiteman's pass.

After crossing the Kootenay, they passed over another range of mountains "to the lake whence flows the Columbia river." This was reached on the 31st. A sketch made by Warre is shown. After following down the right bank of the Kootenay river, they crossed another range of mountains to "Flat Bow" lake, which was the name commonly applied to Kootenay lake. This lake, they say, is on Flathead river, and there is evidently some confusion as to place names. Fort Colville on the Columbia river was reached on August 16th.

The first report from the Oregon territory was sent from Fort Vancouver (on the Columbia) on October 25th. They say that facilities for sending troops over the prairies "do not exist to the extent Sir George Simpson represents," and in a later report express a very definite opinion. "Without attempting to describe the numerous defiles through the burnt forests and over the highlands, we may venture to assert that Sir George Simpson's idea of transporting troops, even supposing them to be at Red river with men, provisions, stores etc., through such an extent of uncultivated country and over such impracticable mountains would appear to us quite impossible."

They give a detailed history of the settlement of the country, and refer in rather uncomplimentary terms to the lawless elements in the new arrivals. After describing the neutral organization set up in

1845 for the purpose of establishing law and order, the first report says: "Nor could (if we can express an opinion) a more judicious course have been pursued by the parties for the peace and prosperity of the country at large. The gentlemen of the Hudson's Bay Company appear to us anxious that their motives should not be misunderstood in uniting with the Americans for the mutual protection of their property or that their allegiance to the mother country should not be impugned. Every information has been afforded us in the kindest manner by Dr. McLoughlin and Mr. Douglass, the gentlemen in charge of the H. B. Company in the Oregon territory, without reference to our ulterior objects and we are convinced that the same kindness and hospitality is extended to all of whatever nation arriving in this wild country."

In the autumn of 1845 they visited Fort Victoria on Vancouver Island, the site of the present capital. "Fort Victoria is situated on the southern end of Vancouver's Island in the small harbor of Commusan, the entrance to which is rather intricate. The fort is a square enclosure of 100 yards, surrounded by cedar pickets 20 feet in height, having two octagonal bastions containing each six 6-pd. iron guns, at the N.E. and S.W. angles. The buildings are made of square timber 8 in number forming three sides of an oblong. This fort has lately been established; it is badly situated with regard to water and position, which latter has been chosen for its agricultural advantages only. About three miles distant and nearly connected by a small inlet, is the Squirrel harbor, which is very commodious and accessible at all times, offering a much better position and having also the advantage of a supply of water in the vicinity.

"This is the best built of the Company's forts, it requires loop-holing, and a platform or gallery, to enable men to fire over the pickets; a ditch might be cut round it, but the rock appears on the surface in many places."

In another report they say the bay referred to is called the Squimal by the Indians.

The winter of 1845 produced a change of opinion in the United States as to that country's claim to Oregon. Adams, in a theatrical speech delivered early in 1846, stated that the only title the United States had was the biblical one of occupation. Calhoun's speech in the senate on March 16th was to the effect that none of the agreements under which the United States claimed gave any actual title to Oregon and that further insistence on Polk's claim could only lead to war. Daniel Webster's speech on April 4th was on similar lines. On June 10th, 1846, President Polk submitted to the senate a treaty settling the boundary at the 49th parallel and providing indemnity to the Hudson's Bay Company and British citizens in the Oregon district. The treaty received its final reading and passed by a vote of forty-one for and fourteen against, every senator being present, one not voting.

England at this time was going through a difficult period. There was war in India and famine in Ireland, and in the spring of 1846 Peel delivered his famous speech renouncing protection and advocating free trade. The nation was then embarking on a new fiscal policy with a world outlook, and it might easily be supposed that colonial matters would receive little attention. British diplomacy, however, stands in good light. From the first it was conciliatory, and Pakenham endeavoured by every possible means to settle the dispute by arbitration, but without success. On the other hand the claim of the American government to 54° 40′ was obviously absurd. Having committed themselves to it, they rejected arbitration on the ground that they would not arbitrate a perfectly good title.

Neither nation originally had a preponderant claim to the territory, and such as either had, required to be perfected by occupation. The prior settlement by the Hudson's Bay Company along the Columbia gave England the better claim, but the large immigrations in the early forties made this difficult to assert, and undoubtedly turned the scale in favour of the United States.

It is a curious fact that when Warre and Vavasour were penning their final report from Red River the treaty settling the dispute was then passing the senate, a fact not known to them for some weeks. They probably reached Montreal about the end of July 1846. An item in the New York *Albion* of September 5th of that year states that Lieut. Henry J. Warre, who had been on a confidential mission to the Oregon territory, had safely returned to Montreal, and that during his absence alarming reports had been current as to his safety.

On Warre's return he was made a captain, and in the same year a portfolio of his sketches was published by Dickinson and Company, of London. The young artist dedicated his volume in most affectionate terms to The Governor, the Deputy Governor and Committee of the Honourable The Hudson's Bay Company. This volume is now very difficult to obtain. There is one copy in the possession of the Oregon Historical Society, one in the Provincial Library at Victoria, B.C., and one is owned by Dr. Rutherford, first premier of Alberta, whose library is a veritable treasure house of material relating to the early history of Canada. The book contains nineteen sketches in colour, some of which are reproduced here.

There is a short reference to the expedition in Bancroft's "History of British Columbia," but it is wholly inaccurate and misleading. So far as the writer is aware the expedition has received no notice from any Canadian historian. This is unfortunate. The reports contain one of the best accounts, at first hand, of the situation which developed in the Oregon territory and are extremely valuable on this account alone. Of greater general interest, however, are Warre's sketches. These represent scenes and modes of life which have definitely passed away, never to return, and constitute the best pictorial records we have of these aspects of early life in the Canadian West.

The only recognition given to these travellers consists in the naming of two mountains near Whiteman's pass, and this was brought about by the efforts of a private individual interested in the expedition. Mount Warre is 9000 feet and Mount Vavasour 9300 feet in height. It is indeed fitting that these peaks, under whose shadows they passed, should receive their names.

Voyages for Discovery of the Northwest Passage

By R. H. G. LEVESON GOWER
Archivist, Hudson's Bay Company

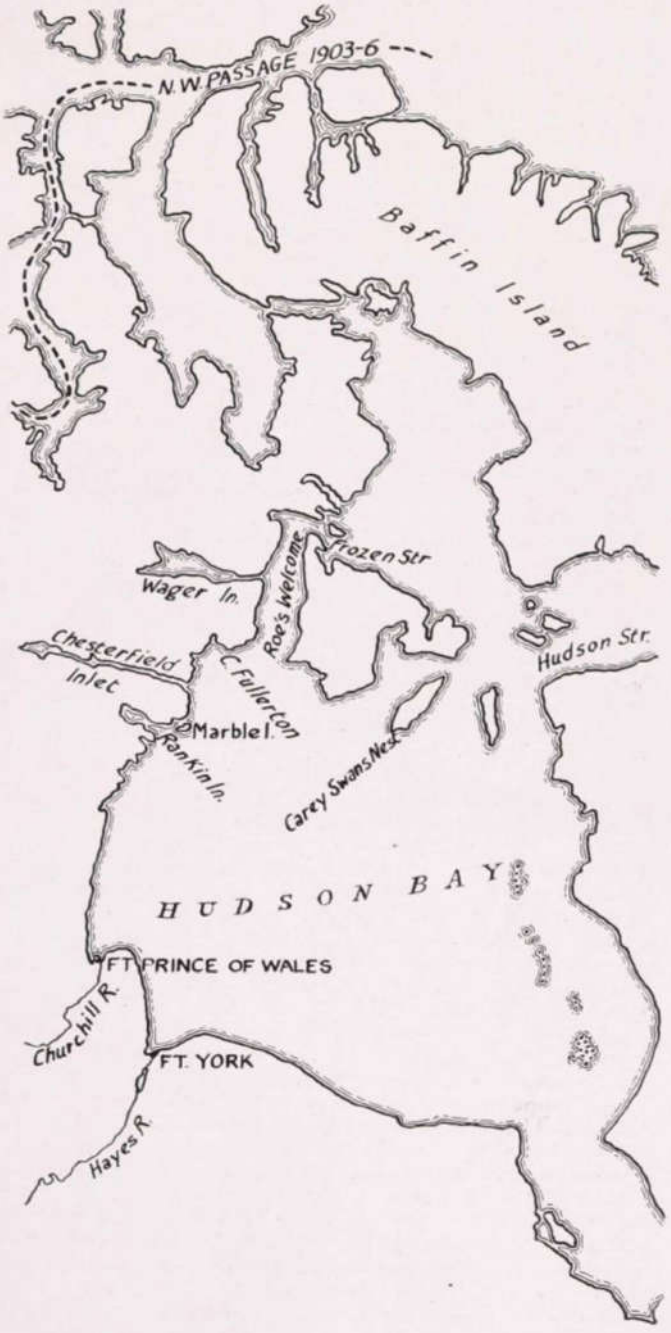
The Discovery of a Northwest Passage to the Orient Was One of the Objects of Incorporation of the Hudson's Bay Company. Though It Was Soon Obvious That Such a Passage Would Have Little Real Value, in the First Half of the Eighteenth Century the Company Strived to Fulfill This Clause of the Charter.

THE discovery of a new passage into the South Sea" was one of the objects for which the Hudson's Bay Company was established in 1670, as cited in their charter of incorporation.

For many years, owing to the long drawn out conflict with the French for the possession of the bay, it was impracticable for the Company to pursue this design, but soon after the cession of Hudson Bay to Great Britain under the terms of the Treaty of Utrecht (1713) the question of the existence of the Northwest Passage claimed their attention.

In 1719 James Knight, who had been for many years in the service of the Company and was now an old man, lured by the prospects of discovering gold and by the stories he had heard from the Indians of finding copper deposits near the mouth of the Coppermine river, undertook an expedition to open up the Northwest Passage.

On March 20th, 1719, a letter embodying Knight's proposals was laid before the Governor and Committee; within six weeks the preliminary arrangements had been completed, and at the end of May sailing orders for the officers, Captain George Berley of the *Albany* frigate and Captain David Vaughan of the *Discovery* sloop, were signed and sealed. Knight's instructions were "to find out the Streight of Anian (which geographers of those days placed between America and Asia) in order to discover gold, and other valuable commodities to the northward;" and the departure of the ships from Gravesend on June 4th, 1719, was witnessed by the Governor, Deputy Governor and members of the Committee.



CARTE
DU CANADA
OU DE LA
NOUVELLE FRANCE
Et des Decouvertes qui y ont été faites
Par Guillaume De l'Isle
de l'Academie Royale des Sciences
et Premier Geographe du Roy
1703
Detroit d'Alderman Jonas
Detriot de Jaque Lancastre
Baye de
Isles de Hackluit
Detroit de Westerholm
Carys Bay
Cap Dudley
Grande baye au Nord du Detroit de Davis vue par G. Baffin en 1615
les 3 Isles
Horne Sound au Detroit de Horne
BAYE DE BAFFIN
Decouverte par Guillaume Baffin Anglois aux années 1622 et 1624
MER CHRISTIANE
ainsi nommée par Jean Munck Danois en 1619
Womans Isles ou Isles des femmes
DETROIT DE DAVIS
Découverte en 1585
Hope Sanf
Stepe Land
Isles de Cumberland
Cap Bedford
Coste de
Cap St Jorie
Cap Baffin
TERRES ARCTI
Pitre R.
Isles des Marchands
JAMES ISLE
Baye de Cumberland
Sylver M
Baye du S.r Smith ou
ISLE DE JAQUES
M. Raleigh
C. Walsingham
Ne Ultra
Cap de la Reine Marie ou Cap Charle
Lumlez Inlet ou Golfe de Lumlez
Danema Hav
C. Moun
Cap Confort
Baye des Ours blancs
NOUVEAU DANEMARC
C. du Nord
Port de Jean Munck ou il hyverna l'an 1619
Isles du Mesdin
Nottingham
I. de Digues
I. Salisbury
Isle du Charles
Baye du Nord
DETROIT D'HUDSON
C. Boucheaux
Cap de l'Assomption
Cap St Louis
Cap Haut
Isles de Resolution
I. Mansfeld ou Phelypeaux

Isles de la Trinité ou la Douzaine du Boulanger
BAYE D'HUDSON
TERRE DE LABRADOR ou DES ESQUIMAUX
Pointe Hebrin
Cap Gremington
Port Bourbon ou Port Nelson
Cap Tatnon
Fort Bourbon
Rivière de Bourbon
Rivière St. Therese
Fort de Nieusavane
Cap Henrietta Maria
LES POULS ou ASSENIPOILS
Lac St. Therese
Lac des Christinaux
Lac des deux decharges
I. Agameske ou I. des Oies Blanches
Tuelis I.
Charleston I.
Fort St. Anne ou Quichichon
Lac des Assenipoils
LE CHRISTINAUX ou KILISTINO
Rivière Alempigon
Fort St. Louis
Montagne du Perray
Mauvais Francois
Pahetakau
Outakouamiois
L. Timagamingue
L. Miskay
Les Pitchibourouni
Rivière des Pitchibourouni
Ouchestigouek
les Nilsicouronouek
Outaouamis ou Detinamites
Rivière de St. Laurent
Les 7 Isles
Pointe aux Montpelez
SAGUENAY
Lac St. Jean
Rivière St. Maurice
Baye du Sud
Le Bastion
Battures dangereuses
CANADA ou NOUVELLE FRANCE
les Abitibis
Fort des Abitibis
Lac du Labirinte
L. Kasawagamink
les Timiskaming
Attikamegues
LAC SUPERIEUR
L. Misong
Rivière St. Michel
Village des Sauteurs
OUTAOUACS
Nipissiriniens
les Mississaques
les Amikoues
Algonquins
les trois Rivieres
Montagnes
Lac aux Outtouacs
Nation des Renard
Abnakis
Penaquid
Pentagouet
ACHEMINS
This map, issued in 1703 by M. Guillaume Del'Isle of Paris, shows the geography of the North American eastern Arctic regions as it was known shortly before the Hudson's Bay Company undertook their expeditions for the discovery of a Northwest Passage to the Orient. It will be seen that the entrances to Jones Sound (Detroit d'Alderman Jonas) and Lancaster Sound (Detroit de Jaque Lancastre) were known and undoubtedly gave great promise of the desired short-cut to India and China. On the west coast of Hudson Bay there were also many unexplored openings, and to-day one cannot but feel that M. Del'Isle, as he penned "Ne Ultra" northwest of Southampton island, hoped that there lay the answer to the riddle. In 1703 dark days had come upon the Company. Le Moyne d'Iberville had brought fire and sword to the Bay six years before and swept the Company establishments before him. Rupert's House, Moose Factory (Fort Louis), Fort Severn (Fort de Nieusavane) and York Factory (Fort Bourbon) fell, leaving only Fort Albany (Fort Ste. Anne) in the possession of the Company. But in 1713 came the Treaty of Utrecht, the Bay was surrendered to the Company and this "Carte du Canada ou de la Nouvelle France" had to be revised.

From this moment the tragic story of the fate of Knight and his ships commences, as neither he nor a single man on board ever returned. An account of the fate of the expedition has been given by Samuel Hearne in his preface to "A Journey from Prince of Wales's Fort in Hudson's Bay to the Northern Ocean undertaken by order of the Hudson's Bay Company for the discovery of Copper Mines, a North-West Passage, etc. in the Years 1769, 1770, 1771 and 1772." (London, 1795.)

Hearne, it will be remembered, with other seamen, saw the wreck of Knight's ships nearly half a century after it happened and obtained the first definite evidence from the Eskimo of the nature of the fate of the crews. In the light of information contained in the Company's archives, a few more details may be added to the account of the mishap given to Hearne by the Eskimos.

For some considerable time, so it seems, the Company in London were not unduly alarmed at receiving no news of Knight, for hopes were entertained that his objects of finding copper and gold had been achieved and that he had found the passage through to the western sea and was making his way home thereon. At any rate the object of the Company in sending out the *Whalebone* sloop (Captain George Scroggs, commander) in 1721, was to be at hand in case any other ship should meet with disaster rather than to search for Knight, regarding whose safety no doubts had as yet been entertained. Pending such an emergency, Scroggs received instructions to proceed northward into the region where Knight expected to find his strait and to trade as he went. Henry Kelsey, now governor of York Factory, issued sailing instructions to Scroggs for the northward voyage of 1722 and in addition, evidently feeling anxious about Knight's safety, inserted directions for him to make such discoveries as he could westward and southward towards Carey Swan's Nest, and to the back of that land "where we are informed the Copper mines are; when you are upon that coast you are to fire a Great Gun Morning, Noon and Night." In a postscript he added, "Capt. Knight wintered in about 62° 30m odd."

Scroggs now sailed into Roe's Welcome and named Cape Fullerton, subsequently turning back somewhere to the northward. On the outward or return journey he entered the harbour in which Knight had wintered in 1719-20 and observed the wrecks of the ships. Unfortunately his log has not been preserved, but when weatherbound on the coast north of Churchill he wrote a letter to Richard Staunton, governor of this fort, who made the following entry in his journal of July 25th, 1722:

"He (Scroggs) had been where the *Albany* and *Discovery* sloop both ship-wracked, and he doth affirm that every man was killed by the Eskemos."

Furthermore, some additional particulars regarding the fate of the expedition may be gleaned from the logs of the whaling sloops whose commanders visited Marble Island in 1767, when Hearne was present.

Knight, according to the Eskimos, did not enter the harbour until the late autumn of 1719. He must therefore have spent some time in penetrating westward for a passage to the copper and gold rivers, but, failing in his quest, ultimately decided to return southward to winter.

Marble Island, sixteen miles from the West Main, he selected as his wintering ground, and a house measuring forty-seven feet by twenty-nine was there erected. It is probable that Scroggs' statement of 1722 to the effect that all the crew perished at the hands of the Eskimos must be accepted with reserve, as some of them may have died of scurvy, but possibly in the spring of 1720, before the party could sail and when the surviving members were weak through sickness, the Eskimos felt it safe to attack and succeeded in overpowering them.

In 1719, the same year that Knight sailed from Gravesend in search of the Northwest Passage, Kelsey sailed from York Factory on board the *Prosperous* sloop, and, after being joined at the mouth of Churchill river by the *Success* (Captain John Hancock, master) he sailed northward as far as Marble Island.

In the following year, 1720, Kelsey, unable to go himself, sent Captain Hancock in the *Prosperous* to the northward, but he did not succeed in penetrating as far north as Marble Island.

In 1721 Kelsey again sailed northward from Churchill river and was absent for thirty-four days, when, according to the journal kept at the fort, "he had not an opertunity for to goe ye Lenght of ye Copper So yt there is no farther Discovery Made then formerly." The *Success*, which accompanied the *Prosperous* on its voyage northward from York Factory to Churchill on June 26th, 1721, was lost in the ice a few days later.

Then in 1722 came the voyage of Captain Scroggs in the *Whalebone*, when he saw Knight's wrecked ships. He was absent from Churchill for thirty-six days from June 21st and, although on this occasion he hoped to discover the eagerly desired copper spoken of by the Eskimo, he was unsuccessful.

After this venture, no further expeditions of discovery to the northward were undertaken by the Hudson's Bay Company for some few years, but about 1734 Arthur Dobbs, an energetic Irishman who had been greatly impressed by the extensive privileges and powers granted to the Company under their charter, persuaded Sir Bibye Lake, the Governor, that if the way to the western sea and to the east were discovered it would redound to the credit of the Company.

Accordingly, in 1735 orders were sent out from London for a voyage of exploration to be carried out by the *Churchill* sloop, and in the following year it was arranged that the *Churchill* be accompanied to the northward by the *Musquash* immediately after the arrival of the ship from Europe, which however did not take place until the middle of August 1736, so that the expedition had perforce to be deferred until the following season. On July 4th, 1737, however, the two sloops set sail and proceeded as far as Rankin Inlet, where the captains, James Napper and Robert Crow, interviewed the natives and arranged a meeting place at "Eskimaux Point" further to the southward to which, in accordance with instructions, the natives were told that the sloops would return in the following year. Unfortunately however Captain Napper died at

sea on the way back to Churchill, whilst Captain Crow returned to Churchill river on August 22nd, 1737. For some reason—possibly because of Napper's untimely death—the larger scheme of exploration to the northward intended for the following season was never carried out.

Dobbs now became restless and persuaded Christopher Middleton, one of the Company's sea captains, to leave the service and assume command of a warship—H.M.S. *Furnace*—to be sent out by the admiralty in quest of the Northwest Passage.

The Hudson's Bay Company undertook that their factors would render the expedition "the best assistance in their power," and in 1741 Middleton sailed from the Thames in the *Furnace*, accompanied by the sloop *Discovery* (Captain William Moor) also formerly of the Company's service.

After wintering in 1741-2 at Fort Prince of Wales (Churchill river), Middleton sailed northward and explored Rankin and Wagner inlets. Feeling satisfied that the latter only led to a river, he proceeded northward but was stopped by ice in Frozen Strait and subsequently returned to England. Middleton now felt sceptical about the existence of any strait leading to the western sea, but still Dobbs was unconvinced and now resorted to a violent policy of vituperation against the Company, whom he accused of neglecting their duty in not prosecuting "The discovery of a new passage into the South Sea." Dobbs even accused Middleton of having been bribed by the Company and of compiling a false log, but these charges were subsequently found to be without justification.

Next Dobbs and some London merchants persuaded parliament to offer a sum of £20,000 to any British subject or subjects who should discover the Northwest Passage, and with this reward in prospect he and his supporters raised subscriptions for the purchase of two ships, which were named the *Dobbs Galley* and the *California*. Captain Moor, who had commanded the *Discovery* in Middleton's expedition, was appointed commander of the former, whilst Captain Francis Smith took charge of the *California*. The two ships sailed from the Thames in May 1746, but on arrival in Hudson Strait the commanders decided that it was too late in the season to prosecute discovery to the northward, and instead proceeded southward to the vicinity of York Factory, the ships being laid up for the winter at Ten Shilling Creek, about thirty miles from the mouth of Hayes river, whilst the crews were accommodated in a two-storied erection named Montague House. Considerable assistance was rendered to them by James Isham, the Company's governor at York Factory, and when spring came the two ships sailed on their voyage of discovery to the northward. In spite of Dobbs' expectations, they were no more successful than their predecessors had been and after penetrating Rankin Inlet, Chesterfield Inlet and Wagner Inlet without result, the captains decided to sail for England, and reached the Thames in October 1747. The fact, however, that Chesterfield Inlet had not been followed to its head left it open to Dobbs to claim that there was the long sought-for strait.

Having failed to secure the reward promised by Act of Parliament which would have defrayed his expenses, Dobbs now petitioned the King in council to incorporate him and his supporters of the Northwest Committee, as they styled themselves, as a company in recognition of the discoveries which had been made and the expenses which had been incurred. Furthermore Dobbs suggested he should enjoy similar rights and privileges to those already enjoyed by the Hudson's Bay Company.

Dobbs' petition was considered by the law officers of the Crown, who on August 10th, 1748, reported to the Privy Council that the charges made by Dobbs against the Company "are either not sufficiently supported in point of Fact or in a great measure accounted for from the Nature or Circumstances of the case." The law officers were also very much opposed to the principle of granting a charter to Dobbs and his supporters, the result of which, they considered, would only tend to confusion and to conflict of interests between the Hudson's Bay Company and the new comers.

Finally, as the result of Dobbs' continued agitation, supported by certain merchants, for the abolition of the Company's monopoly, a parliamentary committee was appointed "to enquire into the State and Condition of the Countries adjoining to Hudson's Bay and of the Trade carried on there."

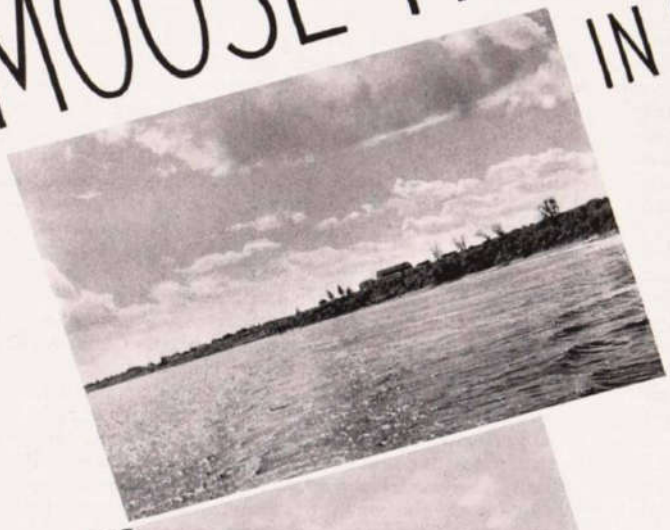
This resulted in the spring of 1749 in the vindication of the Company, who were no doubt assisted to a great extent by the fact that in the struggle between Great Britain and France at the end of the seventeenth and in the early years of the eighteenth century; they had held on nobly to the bay and even in the darkest period had retained the possession of at least one fort, thus paving the way for the cession of Hudson Bay to Britain under the Treaty of Utrecht (1713). Dobbs now retires from the stage, and after several years of doubt the Company was at long last left once more to the unrestricted enjoyment of the trading rights that had been granted them by the charter of 1670.

This was the position of affairs at the conclusion of the first half of the century, and it is hoped that on some subsequent occasion the author will be permitted to tell the story of how the Company continued to prosecute the discovery of the Northwest Passage in later years.

EXTRACTS RELATING TO THE NORTHWEST PASSAGE FROM THE ROYAL CHARTER OF THE HUDSON'S BAY COMPANY
2ND MAY 1670

CHARLES THE SECOND By the grace of God King of England Scotland France and Ireland defender of the faith &c TO ALL to whome these presentes shall come greeting WHEREAS Our Deare and entirely Beloved Cousin Prince Rupert . . . (the names of the proprietors) have at theire owne great cost and charge undertaken an EXPEDICION for Hudsons Bay in the Northwest part of America for the discovery of a new Passage into the South Sea and for the finding some Trade for Furrs Meralls and other considerable Commodityes and by such theire undertakeing have already made such discoveryes as doe encourage them to proceed further in pursuance of theire said designe by meanes whereof there may probably arise very great advantages to us and our Kingdome AND WHEREAS the said undertakers for theire further encouragement in the said designe have humbly besought us to Incorporate them and grant unto them and theire successors the sole Trade and Commerce of all those Seas Streightes Bayes Rivers Lakes Creekes and Soundes in whatsoever Latitude they shall bee that lye within the entrance of the Streightes commonly called Hudsons Streightes. . . . NOW KNOW YEE that Wee being desirous to promote all Endeavours tending to the publique good of our people . . . . DOE give grant ratifie and confirme unto our said Cousin Prince Rupert. . .(the names of the proprietors) That they and such others as shall bee admitted into the said Society as is hereafter expressed shall bee one Body Corporate and Politique in deed and in name by the name of the Governor and Company of Adventurers of England tradeing into Hudsons Bay. . . ."

MOOSE FACTORY IN SUMMER



THERE are occasions when we long to do something unusual, something which in itself is so fresh in our uneventful lives that it causes us not to notice the absence of the air-conditioned trains and iced water of the usual summer holiday.

The adventurer who travels to the end of steel on the T. & N.O. railway will find that, if we may so call it, refreshing freshness. There at Moose Factory one steps back into history; but not musty archive-museum history; rather the history of winding paths beaten by generations, buildings mellowed by many suns and snows, and cannon, standing in the buttercups, which once hurled heavy iron shot at invading Frenchmen.

You may sit on a cottage door-step while an old man tells you stories handed down generation by generation from the London lad who sailed away to become a fur trader a hundred and fifty years ago.

Photographs by
A. MACLEAN, HAILEYBURY

As you live below the red ensign with the familiar letters H B C you sense the spirit of romance of the Adventurers of England. At the earliest settlement of the white men in the province of Ontario you will find the interest of two hundred and sixty-four years of continuous trading. Cutlasses retrieved from mud where they fell two and a quarter centuries ago will fascinate you; sailing charts showing the tortuous course from Gravesend of a wooden wall long since broken up will be a pleasant change from accounts of forty-eight hour transatlantic flights, and hand-wrought ironwork will impress you with the skill of that blacksmith ancestor of the pensioner who last night showed you his long service medals.

At Moose Factory the sun is warm, the lawns green, and delphiniums and potatoes flourish in the short northern summer.

It will be a pleasant change for you.

The pictures on these pages are of this interesting spot. Taking them in order: *1*, In our outboard canoe we leave the railroad behind; *2*, The Anglican mission school; *3*, The Indian encampment; *4*, The H B C post buildings; *5*, Ontario's first Anglican church, and *6*, The Company warehouse at Moosonee, end of steel.

The "Erik's" Saga

By
G. A. CUTHBERTSON
Drawing made specially for The Beaver by the Author

Many Famous Ships Have Sailed into Hudson Bay with the Company Ensign at the Mainmast Head. Among These Was the "Erik," a "Clever Ship," Which, After 53 Years of Northern Work Was Sunk by a German Submarine in 1918.

THE steamship *Erik*, built at Dundee, Scotland, in 1865 for the Greenland whale fishery, like all whalers of her time, was oak hulled, strongly beamed and braced, and was a barque rigged steamship of some five hundred and eighty-eight tons gross. Her machinery was located aft of amidships, leaving the midship and forward parts of the vessel for loading whale oil in barrels and providing crew's quarters.

In the whale fishery the *Erik* made annual trips from Dundee and the Orkneys to Spitzbergen, Nova Zembla, Jan Mayen, Iceland, East Greenland and West Greenland, as far north as Smith Sound, Ellesmere Land and Lancaster Sound. In the days of the sperm oil trade there was scarcely a mile of the northern seas that had not been covered by one of these Scottish whalers. Great risks were run with ice, storm, fog and snow, as the ships were run on a share and share basis between owners and crew. The latter were especially loathe to return to port with a half filled or empty ship. These men knew their work and all were excellent seamen. Though they worked the ships hard, took chances with weather and ice, nevertheless scrupulous care was taken of the vessels.

From all her whaling voyages, the *Erik* returned safely and unharmed, earning for herself the favoured appellation of being a "lucky ship." As to her having been lucky, it may be added she usually signed on the same crew season after season. Men paid a premium in those days to be signed on in a "lucky ship."

Meanwhile, the directors of the Hudson's Bay Company had decided to abandon sailing vessels for transporting their stocks of supplies and furs between England and Hudson Bay. Since the sailing of the *Nonsuch* from Gravesend with the Company's first outfit no steamship had as yet carried a bale of their goods to the Bay; but the tempo of trade was becoming quicker. Enquiries had been made for a suitable auxiliary steamship and the *Erik* was purchased and added to the Company fleet. Now the red ensign with its white H B C initialling was hoisted to her mainmast-head and alterations were begun for her new employment as a fur ship. This was in 1882, and in the same year she steamed into Hudson Bay, the first of her kind in the old firm's service and to the vast astonish-

ment of many of the Eskimos and Indians, some of whom had never beheld such a craft.

Though the Company had decided to acquire no new sailing vessels for their transatlantic traffic, they still had in operation the barque *Lady Head* at the time the *Erik* was added to the fleet, and for several years both vessels were employed in carrying supplies to the Bay posts.

On one occasion both the *Erik* and the *Lady Head* were beset by ice and fog in Hudson Straits for many days. When the ice cleared and the fog lifted, a dead calm ensued, which naturally would still further have retarded the *Lady Head's* voyage. Posts were running short of stock and people were awaiting mail and a passage home. Soon the winter freeze-up would set in with its relentless punctuality. In this serious emergency the deep laden steam powered *Erik* took the helpless *Lady Head* in tow through the straits to a point in the Bay where favourable winds were met and the barque could once more be on her way unaided.

The sturdy ice fighter *Erik* bucked slob and pan-ice, braved blizzards, fog and gale for twenty years, until 1902, in the service of the ancient Company of Adventurers. In that year, being considered too small for the traffic requirements, though sound in every timber and bolt, the *Erik* was disposed of to Messrs. James Baird Company Limited, St. John's, Newfoundland, for use in the Grand Banks seal fishery and general coasting trade. Now began a new series of dangerous, difficult voyages for the veteran ship. The annual seal hunt off the Newfoundland and Canadian Labrador coasts is a most exciting, hazardous business for crews and ships alike. It is actually one of the major gambles of modern commerce, both in lives and property. From the time the sealing ships leave St. John's harbour until they return, nothing is ever certain. The catch may be a poor one, ships may become crushed amid the ever moving ice-floes, crews may become lost in a sudden Arctic blizzard and perish miserably in an unknown watery grave. Yet year after year there is always a wild scramble for berths on the sealing ships and owners never fail to respond in outfitting their ships and taking another chance for the handsome profits from a successful trip. Once again the *Erik* became employed in a service much akin to the one she was first engaged in, where a good ship and a strong ship was the prime requirement for an adventurous, chance taking crew.

The *Erik's* career as a sealer soon earned for her the reputation of being not only a "lucky ship," but a "clever ship" as well. Among the Newfoundland seamen who man the sealing fleet, the term "clever ship" is applied to one which, because of peculiarities in build, is able to move about among masses of field and pack-ice with greater ease than

other vessels. Usually the reward for such manoeuvres is to get nearer the seal herds, with consequent better chances for a good catch. Therefore a memorial of the *Erik* can contain no greater praise than to say she was esteemed by all as a "clever ship," and berths were scarce in her crew's quarters.

In 1902, after returning from sealing, she was chartered to serve as supply ship for one of Commander Peary's Arctic expeditions. In this service she spent the whole of that summer in the far North on the coasts of West Greenland and Ellesmere Land. The same engagement found her again in these northern waters on two subsequent occasions.

In 1906 the *Erik* was once more at Sydney loading coal for Peary, as well as taking on board the surplus provisions which could not be accommodated on the commander's own ship, the *Roosevelt*. This expedition was the historic one when Peary finally reached the Pole, as well as navigating the *Roosevelt* to the farthest point north ever reached by a ship.

Proceeding from Sydney on this occasion under the command of Captain Joe Vine, the *Erik* went northward through Baffin and Melville bays to Smith Sound, where a rendezvous was to be made at Foulke Fjord in West Greenland.

Upon reaching Foulke Fjord, those on the *Erik* found the *Roosevelt* awaiting them. The two vessels then proceeded to Etah, where the task of unloading the supply ship was immediately begun.

When this work was completed, the *Roosevelt* weighed anchor and steamed north on August 17th, 1906, on her record breaking journey. The *Erik's* work being finished, she too weighed anchor and proceeded southward to St. John's.

Following these northern voyages as Peary's supply ship, the *Erik* was in continuous service as a sealer and cargo ship to the finish of her career.

When the Great War broke out, due to the ever increasing need for ships, the old vessel was constantly employed in both the coasting and transatlantic trade. A complete overhauling and refitting in 1908 had made her as good as new and handsome returns were gleaned by the owners. Unlike so many other merchantmen at this time, the *Erik* was never armed with guns.

Here a digression must be made from the main narrative of the *Erik*. In 1918 the German naval high command decided upon a submarine raiding campaign on the Canadian and United States Atlantic coasts. To achieve this the German navy had built six unusually large submarine cruisers known as "groszers." These big raiders were two hundred and more feet in length, over thirty-five feet in beam, were over fifteen hundred tons in gross measurement and had capacity for enough oil fuel to carry them on the longest transatlantic voyage, fully loaded and ready for action. Usually two guns were carried, their calibre being some 5.9 inches, weapons capable of very effective medium range shooting. Operations were commenced off the American coast in May, 1918, and continued at regular intervals during the entire summer and early autumn.

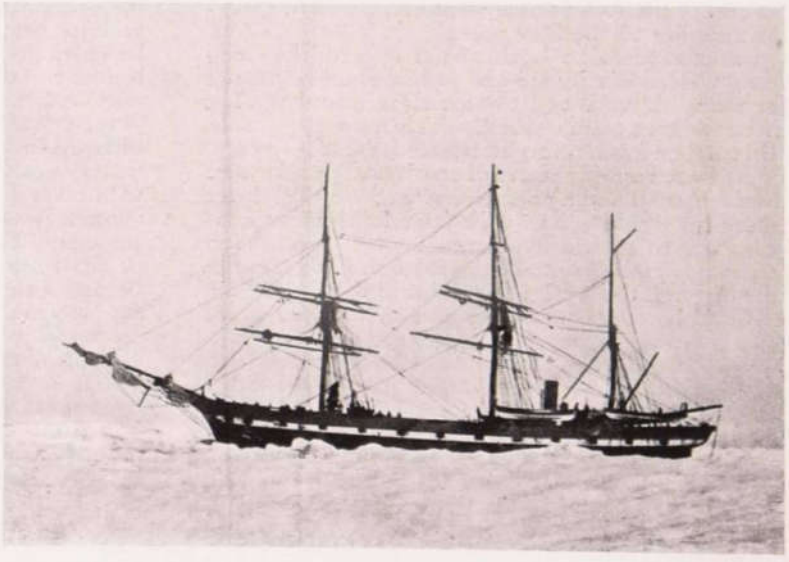
One of these "groszers" was the U-156, commanded by Kaptain-Lieutenant von Oldenburg. The U-156 left Kiel on June 15th, proceeded through the Kaiser Wilhelm canal to the North Sea, and thence ran submerged through the ever present blockade fleet of the British and allied navies. Keeping strictly to his business of reaching the American coast without fuss or incident, Commander von Oldenburg was able to begin his series of surprise attacks off the Massachusetts coast in the early part of July.

In August, his vessel was sinking Canadian ships in Canadian waters, the first of such occurrences since the 1812 war. By August 20th the U-156 was cruising in the entrance of the Gulf of St. Lawrence in the immediate vicinity of Canso and Cabot Straits.

Unaware that such warlike developments were taking place in these usually peaceful waters, the *Erik* owners had accepted a cargo at Sydney, Nova Scotia, and had ordered the vessel to proceed there.

Almost twelve years to a day after having left Etah, Greenland, on her last voyage for Peary, the *Erik* weighed anchor on what was to be her voyage to Valhalla. On this occasion warm, pleasant weather prevailed, instead of the chill winds, driving snowstorms and hazards from ice which had faced the old ship and her company as they made their way down the Greenland coast.

At 1.30 on the morning of August 25th, the *Erik* was steaming quietly along at ten knots on her way to Sydney. The sea was calm, visibility was



S.S. "Erik" during one of her northern voyages in the service of the Hudson's Bay Company.

good and a close lookout was being kept. One of the watchmen was in the act of reporting to the officer of the watch that he had seen a rather suspicious object some distance astern, when a report was heard and a screeching shell struck the main topmast rigging, carrying away that spar and wrecking the wireless telegraph aerial. Before those on deck could overcome their surprise and begin to act, a second shell burst near the bridge, damaging the deck fittings and boats and injuring several of the crew.

A third shot missed, and three more came in such quick succession that the ship could neither be brought to a stop nor speeded up before they hit. All the life boats but one were wrecked and most of the deck fittings and houses were reduced to splinters.

Rushing on deck, Captain Martin decided that escape was out of the question. The German had the range and it would only mean a needless risking of human lives if further firing was continued. Reluctantly the captain ordered the engines stopped and the ship lay rolling, awaiting the oncoming sea raider. Soon the two ships were within hail, the German craft

The steam-powered "Erik" towing the "Lady Head" when she was becalmed in Hudson Strait.

"Erik" and "Lady Head" beset in the pack in Hudson Strait 25th July, 1897.

carefully circling around the now motionless *Erik*. Orders were shouted through a megaphone to abandon ship and surrender the vessel's papers. Captain Martin complied with these commands and had the one remaining boat lowered. The first to leave were the wounded, who were taken care of aboard the raider, which proved to be the U-156. Several more trips of the boat brought away all of the *Erik's* crew, the papers were given up and all were made prisoners. From the deck of the submarine they watched the disposal of their sturdy old ship.

[*Continued on page 66*

THE COMPANY NEWS REEL

Left: A. H. Walby, general secretary, the League of Norsemen in Canada, stands beside the steering wheel of the late Roald Amundsen's vessel "Maud," later the H B C "Baymaud." Amundsen used the vessel in his unsuccessful attempt to drift across the top of the world in 1918. For fourteen years the Company used the vessel to carry supplies from Vancouver to Western Arctic trading posts, then she was taken to Cambridge Bay and dismantled. Five years ago the hull was offered to the Swedish government but the expense of bringing it south was too great and the offer had to be declined. The vessel has now sunk but the steering wheel was salvaged and presented by the Company to the League. (Photo courtesy A. B. Gresham, Winnipeg.) Below: From Mr. B. Huntoon comes this picture of a northern Columbian bruin doing a little out of season fishing.

Above: An interesting photograph (taken by Winthrop Brown, of Boston) of an old Albany River Indian on the Achapai lake. It will be noticed that he is sitting on something seldom seen today—a birch-bark canoe.

Above: Good dogs, bad dogs; lead dogs and mere workers; pups and full grown animals; dogs showing southern strains and pure huskies—but all dogs in Baffin Island that work hard all winter and howl most of the summer, especially during the evening when the noise is least welcome. In this case they are Lake Harbour dogs and the time is feeding time. Right: We welcome this picture of Mr. A. Mackintosh, manager of our Trout Lake post. It was taken by Rev. Leslie Garrett, and shows what gentlemen of the North are wearing—Hudson's Bay Point Blanket coats, warm, made of specially selected wools—but, need we say more? Everyone knows their admirable qualities.

Left: An impressive display of fox furs arranged by our London office at the recent British Industries Fair in England. Above: Flight Sergeant Thomas and Dr. Tyrer display an excellent catch after one day's fishing in Big Trout lake. Below, left: Not really well dressed for the North, and—Where did you get that hat, Mr. Uktukaluk?

Above, right: A photograph taken during the Company's advertising managers' conference at Calgary in May. Left to right: A. Carter, supervisor, small stores; H. Brock Smith, Vancouver; A. S. Woollard, Saskatoon; C. W. Page, Victoria; D. MacKay, Canadian Committee office; R. E. Standfield, manager, Calgary; H. A. Jack, Calgary; J. P. McNichol, Winnipeg; D. V. Hicks, Edmonton.

Left: With the opening up of northern rivers and lakes, freight is beginning to move by steamer, gas boat, canoe and by air. Here is a busy scene at Norway House at the head of Lake Winnipeg. Right: Probably the last of the Red River carts to be in actual use. It was built by Francis Richard, of St. Eustache, Manitoba, recently and has been used on his farm until the Company bought it from him a few weeks ago. His father and grandfather were carpenters in the Company's employ.

Letter to the Editor

Editor, *The Beaver:*

Sir—Through the courtesy of a H.B.Co. friend, my attention has been drawn to the issue of *The Beaver*, December 1935, in which your contributor, Henry Bayne Macdonald, discusses my article on "The Extermination of the Buffalo in Western Canada" (*Canadian Historical Review*, March-June, 1934).

I do not quarrel with Mr. Macdonald's criticisms of my opinions, since they follow fairly logically upon the facts as he gives them. I do take exception, however, to his misrepresentation of my statements in two important particulars, in which I am made to contradict myself, and (2) to utter downright nonsense.

(1) I quote Mr. Macdonald's words (*Beaver*, p.21): ". . . we find Mr. Roe arguing that there was no progressive 'extermination' in Canada—specifically no extermination for the sake of hides alone. . . ."

My own words were (*Canadian Historical Review*, March 1934, p.10): "It may be said that, up to about 1870, there never was any progressive 'extermination' in Canada for robes alone, in the way that there was in the United States. . . ."

(2) Mr. Macdonald (*Beaver*, p.21): ". . . it was not until about 1870 that the determined hostility of the Canadian Blackfeet and their confederated tribes was overcome and passage through their country was made possible. Thus we learn from Mr. Roe that the buffalo plains of Alberta were untrodden by white men before 1870. Dr. John McLoughlin and Sir George Simpson had not been through to Oregon, and Peter Fidler had not built Chesterfield House at the junction of the Red Deer and Bow in 1800! . . ."

My own words are as follows (*loc. cit.* p.11): "The easiest and most natural outlet by land from the Upper Saskatchewan country was over the watershed of the Missouri basin southward to Fort Benton, Montana. But it was not until about 1870 —speaking broadly—that the determined hostility of the northern (*i.e.*, Canadian) Blackfeet and their confederated tribes was overcome, and passage through their country was made possible . . . ."

Seeing that I cite many travellers prior to 1870 in these plains regions (in the very paper he criticizes), I should scarcely have had so ridiculous an assertion put into my mouth. These include McDonald of Garth (*c.* 1805), Thompson (1808-1810), Harmon (1801—), Henry (1808-1811), Rundle (1840—), Kane (1846-1848), Lacombe (1852—), Palliser, Hector, etc. (1857-1859), Hind (1858), Southesk (1859), the McDougalls (1862—). Among these, Mr. Macdonald himself notes my reference to Rundle, Kane and Hector.

The "deliberate wickedness of the Hudson's Bay Company" is his phrase, not mine. Since he would either lead your readers in general (not specialists in research) to doubt, or is himself ignorant of, the "hostility of the Blackfeet" (*Beaver*, p.21), I may say that out of three posts in their country—Piegan Post (1832-1833, not again mentioned), Old Bow Fort, near Morley, Alberta (1832-1834), and Chesterfield House (established, as I read, by McDonald of Garth in 1805, re-established 1822, finally abandoned 1840)—the two last were destroyed by the Blackfeet. The latter had again to resort for trade into the Rocky Mountain House and Edmonton territory, as they had done before those posts were built.

I believe Peter Fidler was in the Isle a la Crosse country in 1800.

My own essay in the *Canadian Historical Review* cited chapter and verse for every statement of fact, and most statements of opinion, as is required by a rigidly critical publication of that character. Mr. Macdonald's only evidence is apparently furnished by myself, without documentary citation. I trust therefore that you will give to my letter the same publicity afforded to his astonishing version of my remarks. Sincerely, F. G. ROE.

The Beaver

A MAGAZINE OF THE NORTH

$1.00 a year

"The Beaver has become an outstanding example of magazine art. Pictorially it is doubtful whether it has a superior anywhere in the world."—London, Ont., Morning Free Press.

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LONDON OFFICE NEWS

On the 26th February M. R. Lubbock, personal assistant to the Governor, left London for Winnipeg, where he is to spend some time in the office of the Fur Trade Commissioner. M. H. Gibbs-Smith has been appointed to take over his duties.

On the 23rd April the Governor and Committee entertained to luncheon the Rhodes scholars from Canada and Newfoundland. In the absence of Mr. Ashley Cooper, the chair was taken by the Deputy Governor, Sir Alexander Murray.

Among the distinguished company present were: The Hon. Vincent Massey, the High Commissioner for Canada; The Most Honourable the Marquess of Lothian, The Right Honourable L. S. Amery, M.P., Sir R. Sothern Holland, Bart., Mr. Geoffrey Dawson, Sir Edward Peacock, Lieutenant-Colonel J. B. P. Karslake, Captain Victor Cazalet, M.P., Mr. E. J. Bunbury, Sir Charles Gordon, Mr. D. J. Davies, Professor R. Coupland, Mr. P. A. Clews, Mr. E. J. Millar, Mr. F. A. Stacpole and Mr. J. Chadwick Brooks.

The following Rhodes scholars attended: Messrs. J. R. Baldwin, J. Chapdelaine, H. C. Creighton, C. C. Eberts, W. J. Garnett, L. C. Hawco, W. R. Jackett, P. L'Ecuyer, J. F. Leddy, D. P. C. Lloyd, A. D. McLachlin, H. G. Skilling, A. C. Smith, D. P. Wallace, E. P. Weeks, S. P. Wheelock, D. R. Wilson.

Speeches were made by Sir Alexander Murray and the High Commissioner for Canada, while Mr. Garnett replied for the Rhodes scholars.

Recently we have had two members of the Canadian Fur Trade staff studying furs in the warehouse. They were D. A. Wilderspin, St. Lawrence-Ungava district, and D. Forsyth, Mackenzie-Athabasca district.

Mr. Allan Sullivan, the novelist, Mr. R. E. Stanfield, manager of the Calgary store, and Mrs. Stanfield have visited Hudson's Bay House to inspect the archives. Monsieur Marcel Giraud, professor at the Lycee of Rheims, has continued his research work.

THE FUR TRADE

Fur Trade Commissioner's Office

The Fur Trade Conference was held in Winnipeg March 10-12. The conference was opened by Mr. C. S. Riley, member of the Canadian Committee, who was accompanied by Mr. J. Richardson and the General Manager. The Fur Trade Commissioner presided, and those attending were: M. R. Lubbock, of the London head office; J. W. Anderson, James Bay district; John Bartleman, Mackenzie-Athabasca district; R. H. G. Bonnycastle, Western Arctic district; W. E. Brown, Nelson River district; J. Cantley, R. H. Chesshire, W. M. Conn and H. E. Cooper, of the Fur Trade Commisssioner's office; A. Copland, Ungava district; M. Cowan, Superior-Huron district; E. W. Fletcher, Fur Trade controller; J. Milne, Mackenzie-Athabasca district; S. H. Parsons, Labrador district; H. G. Reid, Mackenzie River Transport; R. A. Talbot, Saskatchewan district; H. P. Warne, superintendent fur purchasing agencies; and George Watson, St. Lawrence district. The members of the conference were guests of the Canadian Committee at dinner on the evening of March 10. On Wednesday, March 11, a lunch was given at the retail store, at which representatives of other departments in Hudson's Bay House and of the retail store were guests. The conference concluded on Thursday evening with a Fur Trade staff dinner.

Michael R. Lubbock, accompanied by Mrs. Lubbock and their two children, arrived in Winnipeg early in March. Mr. Lubbock is spending some time in Canada in connection with Fur Trade affairs and has already covered a considerable amount of Fur Trade territory.

Among out of town visitors at the office during the past three months we have noted the following: Bishop Lajeunesse of Keewatin; Bishop Wells of Caribou; Thos. Fraser, of Alfred Fraser, Inc., New York; M. Ryan, of Edmonton; J. B. Harkin, commissioner of National Parks, Ottawa; L. A. Colby, of the American General Wild Life Federation, Washington, D.C.; Father Serrurot, who has succeeded the late Father Lefebvre in the Mackenzie River area; Bishop Geddes of the Yukon; Tom Lamb, of Moose Lake, Manitoba; Alex. Flett, pensioner from Pine Falls; and Dr. Chas. Camsell, deputy minister of mines, Ottawa.

The Fur Trade Commissioner visited Long Lake, Sioux Lookout, Savant Lake and Minaki in Superior-Huron district during March. In April an extended visit was made to points in Eastern Canada, including North Bay, Montreal, Ottawa and Toronto. Senneterre and La Sarre in St. Lawrence district and Minaki in Superior-Huron district were also visited during the course of this trip. A visit was also made to Fort Alexander in Saskatchewan district during May.

Messrs. McLure and MacKinnon, managers of the McLure & MacKinnon Silver Fox Farms Limited, were in Montreal during the latter part of April to attend the annual meeting of that company. The General Manager and the Fur Trade Commissioner represented the Hudson's Bay Company at the meeting.

We regret to record the death, on February 17, of Wm. Galbraith, pensioner of the Company. Mr. Galbraith entered the Company's service at Montreal in 1885 and held the Company's long service gold medal and bar when he retired.

E. W. Fletcher visited Sioux Lookout during the first week in March.

G. Harris has taken over the charge of North Bay fur purchasing agency. F. Budde has returned to New York. Miss King, we hear, is retiring soon to be married.

R. H. G. Bonnycastle attended the Inter-Provincial Game Conference held at Saskatoon during March and later, in April, accompanied the Fur Trade Commissioner on his trip to eastern points.

R. H. Chesshire accompanied the Fur Trade Commissioner on his visit to the Superior-Huron district, and later visited some of the western fur purchasing agencies with H. P. Warne.

The best wishes of the staff went with Miss Louise N. Fraser when she left at the end of April to be married. Miss Fraser has been a most popular member of the Fur Trade staff since she came to the depot in 1922. The wedding takes place June 6. Prior to leaving, Miss Fraser was met by the staff and presented with a case of flatware, the presentation being made by the Fur Trade Commissioner.

T. H. Manning, of the British Arctic Expedition, is taking a party of four into the North this year from Churchill. They are having a boat built at Churchill and intend to start from there about the end of May. This summer will be spent on Southampton island, and the party will winter in the vicinity of Repulse bay, during which time they will make a trip to the Magnetic Pole. Next year the expedition will move over to the west coast of Baffinland, where it is expected two years will be spent. The party consists of T. H. Manning, G. W. Rowley, R. J. O. Bray, R. Keeling, P. Bennett and P. Baird.

The *Nascopie* is now undergoing survey and repairs at Halifax preparatory to making the annual Eastern Arctic voyage. She will sail from Montreal July 14 and will arrive at Churchill about the middle of August. She is due back at Halifax about October 2. Captain Smellie arrived at Halifax at the beginning of May to superintend the repairs to the ship and the preparations for the voyage.

There is a steadily increasing interest being taken in this trip every year. This year all the available passenger accommodation was booked by the beginning of May and we are still receiving fresh inquiries daily. Among those who have booked for this year's trip are Mr. and Mrs. Geo. K. Tallman, Janesville, Wisconsin; H. J. Patten, Chicago; Miss G. M. Strang, Guelph, Ontario; John Q. Adams, Columbia, Miss.; B. A. Haldeman, Philadelphia; Dr. John M. Wilcox, Woburn, Mass.; Rowan Coleman, Montreal; and P. G. Downes, Belmont, Mass.

P. Patmore will again superintend the loading of the *Nascopie* at Montreal and A. H. Snow will accompany the ship as purser.

H. P. Warne visited the western fur purchasing agencies, including Peace River and Grande Prairie, during March and North Bay, Montreal and Toronto during April.

J. C. Donald has been visiting fur ranches through Eastern Canada and the Maritimes during the past month.

W. O. Douglas is still in Newfoundland, where he is working with the Commission of Government in investigating the possibilities of fur farming and fur conservation measures in that country.

A. B. Cumming arrived in Winnipeg April 7 to take up duties here.

N. Wilding returned to Winnipeg from Prince Rupert at the end of March and will take charge of the Western Arctic transport work at Tuktoyaktuk this summer.

H. E. Cooper visited a number of the line posts in Superior-Huron district during the past quarter and was at Fort Alexander recently.

J. Neely, of the Regina fur purchasing agency, visited Edmonton and Prince Albert during the early part of May.

We regret to have to report the death, May 11, of Dr. W. H. Secord, who has been the Company's doctor in Winnipeg for a number of years.

Another link with the past was broken with the passing of Stephen Lafricain at Matachewan April 30. He was born at Rigolet on the Labrador in 1843 and joined the service in 1866. After serving at Temiscamingue and Bay Lake, he finally settled at Matachewan, where he remained until his death. When he retired from the service in 1921, he held the Company's long service gold medal and two bars.

France paid tribute to the work done by Bishop Turquetil in the North by conferring on him the Cross of the Legion of Honour. The insignia of the legion was presented to him at Ottawa University April 28 by the French Minister to Canada.

British Columbia District

The Fur Trade Commissioner and E. W. Fletcher, of the Fur Trade Commissioner's office, visited district office on 19th February and completed arrangements for transfer of the office to Edmonton, Alberta.

H. E. Cooper, of the Winnipeg office, accompanied by J. Milne, inspector, and W. Watson, manager of the Edmonton depot, also spent a few days at the district office prior to leaving Vancouver on 24th February on a trip of inspection of Port Simpson, Kitwanga, Hazelton and Fort St. James posts.

The district office was transferred on 24th February, and is now located in the building occupied by the Mackenzie-Athabasca district at Edmonton.

The following staff changes have taken place since the last issue of *The Beaver:* A. B. Cumming, district manager, transferred to Winnipeg; J. Milne, inspector, Mackenzie-Athabasca district, now transferred to British Columbia district; R. W. Murray, Saskatchewan district, now transferred to British Columbia district; Miss J. Millar, transferred from Vancouver to Edmonton; O. E. Butterill, manager, Nipigon House post, Superior-Huron district, now in charge of Hazelton post; L. S. McBride, clerk, Kitwanga post, transferred to Telegraph Creek; W. H. Houston, assistant, Port Simpson post, transferred to the management of McLeod's Lake; Apprentice Clerk A. W. Gray, Hazelton post, transferred to Fort St. James; W. L. Burk, clerk, Fort St. James post, transferred to Port Simpson; Apprentice Clerk W. M. Mills, Tacla post, transferred to Kitwanga.

We received a visit from Mr. Carter, manager of the Company's retail store, Kamloops, on 18th March.

We welcome Miss M. C. Cox, who rejoined our staff at Hazelton post on 1st May.

J. Milne visited Winnipeg early in March to attend the Fur Trade conference, and returned to district office on the 19th.

H. P. Warne and R. H. Chesshire, of the Winnipeg office, also paid us a visit during March.

J. Milne left Edmonton on 25th April and visited all line posts before returning to district office on 18th May. He reports that building operations at Port Simpson are progressing steadily, and we expect to move into our new store, which will have all the fixtures of a modern store, on or about 20th June.

Their numerous friends in the district wish to congratulate Mr. and Mrs. L. D. French, of Vancouver, on the birth of a daughter on 2nd April.

Mining in the Manson Creek and Dease Lake sectors of the district appear to be active, and numerous arrivals are reported during April and May.

J. Milne is preparing to leave on an inspection trip, and will visit all posts in the district before returning to Edmonton.

Western Arctic District

The announcement has just been made by the Fur Trade Commissioner that the district manager, R. H. G. Bonnycastle, has been transferred to the Fur Trade Commissioner's office staff in Winnipeg and that A. Copland, formerly of Ungava district, has been promoted district manager to succeed him. Mr. Bonnycastle has been district manager since 1929 and connected with the district ten years in all. Mr. Copland has thirteen years service in the Company at numerous posts in Chesterfield and Ungava districts as apprentice, post manager and section manager, and latterly with Ungava district office in Montreal and Winnipeg. Our sincere congratulations to Mr. Copland on his well earned promotion, welcome to Western Arctic district and very best wishes for his success. Messrs. Bonnycastle and Copland will both proceed north by the first trip of S.S. *Distributor* during the summer. Mr. Bonnycastle will hand over the management of the district to Mr. Copland.

Mr. Copland will make his headquarters at Aklavik and will be accompanied by his wife and small daughter.

Wm. Gibson is being transferred to Ungava district and will make the voyage north on the *Nascopie* from Montreal this year. The very best wishes of everyone in the district are extended to him in his new sphere. Mr. Gibson has been in service in the Western Arctic since 1925, in the capacity of post manager and inspector.

There are many disadvantages to this flying game. For example, take flying to the Arctic in winter. One is jerked out of a soft city existence one day and planted in the Arctic the next with immediate prospects of long trips with dog-team and cold nights in snow houses. And the nights seem all the colder after over heated dwellings in the city. We have not heard from Mr. Learmonth since he went north in March by plane to Coppermine and thereafter travelled by dog-team to King William Land, except that he arrived safely on May 9. A few years ago this would have been a remarkable journey, but the aeroplane has spoiled everything. In any case we do not envy Mr. Learmonth the trip, but it is all in the day's work to him.

Who do you think is the latest fur trader to embrace matrimony? None other than F. R. Ross, who has spent the winter in Edmonton on furlough. He will be returning with his bride to Reid Island. Very hearty congratulations.

J. W. Nichols has been transferred to the Western Arctic from Ungava district. He has just been married in St. John's, Newfoundland, and is accompanied by Mrs. Nichols. Congratulations and welcome.

A. Gavin has returned from furlough in Scotland and will be going north with the *Distributor*. He reports no desire to stay in the Old Land, and says the Arctic is the only country for all people with any sense.

Miss F. Cunningham, of the district office staff for the past five years, resigned on April 30 and was married to C. W. B. Johnstone on May 9. The Fur Trade staff presented her with a case of silverware before she left, when she distinguished herself by making a very excellent speech in reply. Miss Cunningham will be missed, but we wish her many years of happiness.

The depot at Tuktoyaktuk will be under the management of Norman Wilding this year. Tuktoyaktuk looks like being a busier place than ever, and we can promise Mr. Wilding an active time.

Two disastrous fires occurred in the district during the past winter when the reindeer superintendent's house on the reindeer reserve and the Anglican mission hospital at Aklavik were completely destroyed. Happily no lives were lost. This brings home the ever present dangers of fire in the North. Let our own reactions be to redouble our precautions against similar catastrophes.

At date of writing Captain Summers is in Montreal taking his coasting master's examinations. He is returning north to command the *Fort James* for the summer. Wm. Starkes, who spent the winter in Newfoundland, is also rejoining the ship. L. G. White, who has wintered at Tuktoyaktuk, will be chief engineer as usual, and Harry Sites will be second.

According to our latest information all members of the staff in our very northerly and very strenuous district have come through the winter in good shape and are looking forward to the arrival of their new outfits at opening of navigation. We can promise everyone that there is going to be a lot of activity in transport work this season. There is a big volume of freight to be moved and certain developments are planned which cannot be divulged just yet.

J. E. Sidgwick, Thos. Scurfield and E. H. Riddell, who are completing their first year in charge of posts, have acquitted themselves very creditably.

Graham Sturrock has kept the wireless station at King William Land in good working order all winter. Sturrock, Ian Wilson and Jack Wood have now completed two years of their apprenticeship and will probably get moved to other posts during the summer. Jack Wood, who has entered a very good essay in the Company's history competition, has been assigned to the schooner *Aklavik* this summer as assistant to E. J. Gall.

R. H. Kilgour has had a lonely winter at Baillie Island, also Chas. V. Rowan at Fort Collinson. The latter comes out on furlough this year. W. P. Johnston has given a good account of himself at Aklavik, while F. B. Milne shows good progress at Cambridge Bay. Ralph Jardine has com-

pleted three very good years at Bathurst Inlet and will probably get a move. Charles Reiach has not told us how he likes Coppermine, but we know he had plenty of work, which is right in his mitt.

Welcome to Miss Robertson, who succeeds Miss Cunningham, in Western Arctic district office.

Mackenzie-Athabasca District

The salt beds at Fort McMurray are again being operated, and it is expected that about forty men will be employed.

It is with deepest regret that we learn of the death of Reverend Father Lefebvre, bursar for the Oblate Fathers of the Roman Catholic Church in the Northwest Territories, who passed away at Lachine, Quebec. Father Lefebvre has held this office since 1907, and through his annual trips in the North was one of the best known figures in that territory.

The Fur Trade controller, E. W. Fletcher, arrived in Edmonton on 16th February, accompanied by R. W. Murray, accountant for the British Columbia district, and made arrangements for the B.C. district staff to be accommodated in the Mackenzie-Athabasca district office.

The Fur Trade Commissioner, H. E. Cooper, of the Fur Trade Commissioner's office, and John Milne, arrived in Edmonton on 17th February.

In March the district manager returned to Edmonton after having visited Fort St. John, Hudson's Hope, Sturgeon Lake and Whitefish Lake posts.

R. G. B. Butchart, the manager of Goldfields post, was married to Miss Anne Rettary, of Regina, at Goldfields on 28th February. This is said to be the first marriage to be solemnized in the mining camp; so, with the absence of a clergyman, a special order-in-council was put through by the Saskatchewan government commissioning the local justice of the peace to perform the ceremony.

During March the district manager attended the annual Fur Trade conference at Winnipeg.

During the early part of the spring, unemployment, common enough in other settlements, was threatening the new mining camp at Goldfields. Aeroplanes, which were arriving almost daily, were bringing numerous workers who hoped to secure employment in the mines or around the settlement, but there was no work to be obtained as the mines had sufficient workers and the wood camps were closed down. Cabin accommodation was scarce and many of the men arrived without cash, with the result the Goldfields officials are advising people, before coming to that point, to find out before they start if work is available, and if they do come to travel with plenty of cash and a bed roll.

The Hudson's Bay Company operates a well established store at Goldfields, and it is capable of taking care of the needs of anyone who may be in that vicinity.

The Royal Canadian Signals have established a government radio station at Goldfields, and when this new station is put into operation Goldfields will have three radio stations, the other two being owned by the Consolidated Mining and Smelting Company and the Canadian Airways Limited.

J. H. Bonshor, manager of Fort Chipewyan post, has retired from the service and is being succeeded by Robert Middleton, late of Fort McPherson post, and who has just returned after spending furlough in Scotland.

In March we had a lengthy visit from Mr. Chesshire of the Fur Trade Commissioner's office. H. P. Warne, of the fur purchasing agencies, was also a visitor.

Early in April, A. B. Cumming was a visitor to Edmonton.

J. J. Loutit left Fort McMurray on 7th May on his annual spring fur buying trip down the Athabasca river.

There is agitation for a winter road from Waterways to Goldfields.

Considerable damage was done in the vicinity of Waterways and Fort McMurray as a result of flooding when the ice in the Athabasca river broke up and the water rose thirty-five feet above normal. The ice in the Athabasca went out on the night of 21st April at 7 p.m.

We hear that the stork visited Keg River on 31st March and presented Mr. and Mrs. James Smith with a baby girl.

Influenza has been very prevalent at a great many points in the North during the winter and spring and has prevented many of the Indians from getting out to hunt.

Visitors to the district office during April on their way to take up transport duties during the summer months consisted of Captain Cowley, Captain Alexander and Messrs. Petty, Hughes and Woolison, also Colonel Reid.

Portage la Loche store was destroyed by fire in April.

Goldfields post was broken into on 23rd April and cash stolen.

On May 1 R. W. Murray, now British Columbia district accountant, was presented with a gold watch and chain. The presentation was made on behalf of the Saskatchewan district staff by the Mackenzie-Athabasca district manager, and Mr. Murray suitably replied.

The ice started to run in the Peace river at Fort Vermilion on 28th April at 3 p.m.

The Northern Alberta Railway train was unable to get through to Port McMurray on one or two occasions on account of flood conditions during April.

M. V. Morgan, late of Fort Simpson post, who has just returned from England after spending furlough, left early in May for Fort Fitzgerald post to relieve A. M. McDermot, who is retiring on pension.

The river at Fort Fitzgerald was clear of ice on 15th May and fortunately there was no damage to property this year.

D. W. J. McMullin, of Upper Hay River post, has had to come in to Edmonton for medical attention.

We regret to report that Pensioner W. J. Gray, of Little Red River post, died there on 24th April. He was born in the Orkney Islands and was at Fort Smith, N.W.T., in 1884. The deceased was in good health up to the time of his death, but contracted influenza on a trip to Fort Vermilion during the spring. He is survived by a son, to whom the deepest sympathy is extended.

Mackenzie River Transport

The M.T. *Pelly Lake* was successfully transported across Smith Portage to Fort Fitzgerald at the end of February. She will be operating this season between Waterways, Alberta, and Goldfields, Saskatchewan, with the new Barge 203 in tow. Fuel oil tanks with a capacity of 30,000 gallons are being installed in this barge.

It is anticipated that a large quantity of freight will be required to be transported to Goldfields during the summer and we are looking forward to a busy season.

The office closed at Winnipeg on May 1 and reopened at Waterways the same day.

J. Walker, of Edmonton fur purchasing agency, has been transferred to Waterways agency for duty during the summer.

The ice broke up at Peace River town on the 17th without unusual incident.

Our agency at Waterways, however, was not so fortunate, the ice in the Athabasca breaking unexpectedly at Fort McMurray early on the morning of April 22. The ice of that river was pushed up the Clearwater river for a distance of four miles from its mouth before it jammed, packing the river solid with large cakes of ice. In a few hours the warehouse was flooded to a depth of over three feet, doing much damage to the freight (some hundred tons) stored awaiting shipment to the North. Frantic efforts were made to save as much as possible, but the water rose with such rapidity —and the warehouse started to float in places—that the work had to be abandoned. By noon practically the whole settlement was under water and much damage was done to buildings and contents.

The ice jam gave way at McMurray on May 6, having held for two weeks.

Tar Island shipyard, below Fort McMurray, where upper river vessels winter, was also flooded but, apart from damage to buildings, there was no serious trouble.

The warehouse at Fort Smith, from which all contents had previously been removed, was also flooded to a depth of two feet during the break-up and sustained slight damage by ice.

The first train for three weeks pulled into Waterways on May 6, bringing large quantities of delayed freight.

The unusual break-up caused delay in launching boats and starting operations.

The season was officially opened by the sailing of the S.S. *Athabasca River* for Fort Fitzgerald on the night of May 18, with Capt. H. Alexander as master and Geo. King as chief engineer, the latter succeeding John Sutherland, now retired.

Col. Reid, who arrived at Waterways May 6, was obliged to return to Winnipeg by the following train, due to illness.

The following called at the office during the past three months: J. Bartleman, manager Mackenzie-Athabasca district; K. Y. Spencer, Engineer G. A. King, Capt. Budreau, Geo. McLeod, Rev. Father Serrurot; Mr. Miller, manager Canadian Fairbanks-Morse Co.

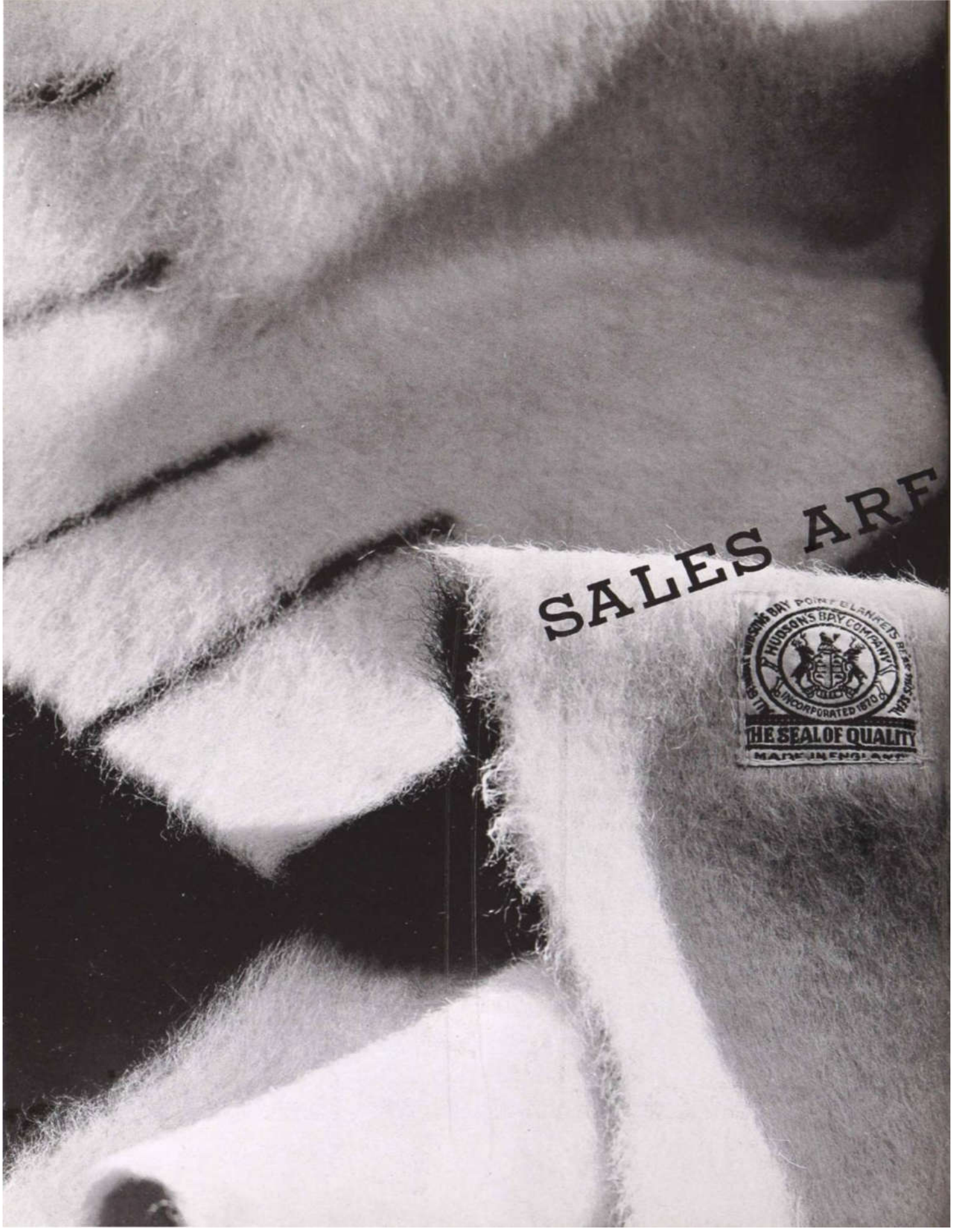
Saskatchewan District

During the past quarter, the following visitors called at the district office: Mr. and Mrs. Cecil McNeal, of Big River, Sask.; H. S. Johnson, The Pas; T. Lamb, Moose Lake; A. E. Etter, Regina; Chief Sitting Eagle, of Pipestone Reserve, Man.

J. Lawrie, who has been spending the winter in Scotland, returned from his furlough on February 18 and was assigned for duty at Pelican Narrows post, for which point he left on February 21.

It is with regret that we record the death of David Adams, a former employee of the district, who died in Scotland February 14. Our sympathy is extended to his relatives.

R. A. Talbot, district manager, returned from an inspection trip of Berens River, Little Grand Rapids, Deer Lake, Island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Lake, Gods Lake, Oxford House, Cross Lake, Norway House and Rossville on March 6, and left again on March 13 for Cumberland House and Cedar Lake.

Conditions in the eastern sector of the district were very severe from the first of the year, an exceptionally cold spell being experienced during January and February. Scarcity of fur and game had its affect on the natives, those of Cross Lake being especially in straightened circumstances and necessitating the assistance of the Indian department. The health and morale of staffs visited were found to be excellent.

R. W. Murray, district accountant, was transferred to British Columbia district office, Edmonton, in February. Mr. Murray has been attached to Saskatchewan district practically since his entry into the Fur Trade, and the staff of the district felt that they could not let his transfer pass unnoticed and, as a small memento of the esteem in which he is held by all members of the district, a gold watch and chain, suitably inscribed, was presented to him by Chief Factor J. Bartleman in Edmonton on May 1. We wish Mr. Murray the best of luck in his new sphere.

W. J. Gordon, clerk at Norway House, who was brought to Winnipeg for medical attention in April, is still confined to the hospital. We wish him a speedy recovery.

Mr. and Mrs. E. W. Hampton returned from Scotland on May 19 and are returning to Oxford House post on the first boat from Winnipeg.

The Fur Trade Commissioner visited Fort Alexander post in May.

Nelson River District

Two winter mails have been received from the North since our last issue and the following posts were heard from: Nonala, Eskimo Point, Chesterfield Inlet, Padley, Tavane, Baker Lake and Caribou. The Roman Catholic mission team carried the first mail from Chesterfield Inlet to Churchill and Constable Yates, Royal Canadian Mounted Police, who was due out on furlough, made the trip at this time. The mail team returned north on 18th February and took all first class mail for residents in that section. The R.C.M.P. winter patrol arrived at Churchill late in March and brought further news from the above posts. Severn post also sent out a winter mail via York Factory and Gillam, so that, with the exception of Repulse Bay, all posts in the district have reported to district office at least once since freeze-up.

We have been hearing with a fair degree of regularity from the more or less isolated posts and outposts in Northern Manitoba and Ontario, to the majority of which air mail and freight schedules have been maintained by either Canadian Airways or Arrow Airways from their bases. At time of writing travelling and freighting in these sections are at a standstill owing to the "in-between" season.

A serious shortage of country food has made the winter a very hard one for trappers, Indians and Eskimos, and in most localities it has been necessary for the Dominion government, through their Indian agents, to issue relief to the natives.

Visitors to district office recently included Mr. G. Coutts, hydrographer for Department of Railways and Canals at Churchill, Mr. Max Hamilton, of Mingan Seigniory, and Mr. Harvey Weber, of Arrow Airways.

Mrs. Marsh, wife of Rev. D. B. Marsh, Anglican missionary at Eskimo Point, also called recently. Mrs. Marsh spent the past winter in England after completing a two-year spell in the Arctic, and we are glad to say that she is very enthusiastic about life in the North and is looking forward to taking up duties again at Eskimo Point. Rev. D. B. Marsh will meet Mrs. Marsh at Churchill and they will proceed north to their home at Eskimo Point by dog-team.

T. H. Manning and other members of the 1936-1939 British Arctic Expedition are at present located at Churchill, from which point they will proceed by whaleboat to Repulse Bay, where they will establish a base and begin exploratory work.

T. C. Carmichael is expected to report for duty again early in Outfit 267, as also are J. M. S. McLeod and Peter Dalrymple.

W. E. Brown attended the Fur Trade conference held in Winnipeg during March and has since completed inspections of the Company's units at Churchill.

The M.S. *Fort Severn* will soon be having her spring overhaul in preparation for another busy season transporting Outfit 267 post supplies. Her present itinerary calls for five trips: No. 1 to York Factory; No. 2 to Nonala and Eskimo Point; No. 3 to Severn; No. 4 to Tavane and Chesterfield; No. 5 to Baker Lake, Repulse Bay and all intermediate points.

We wish to take this opportunity of extending our congratulations to Mgr. A. Turquetil, O.M.I., Bishop of Hudson Bay, on his recent investiture at Ottawa with the Legion of Honour by the French consul-general at that point.

Superior-Huron District

Preparations for a busy freighting season are evident along the waterfront at Hudson. Several new warehouses have been constructed, and we understand two new boats are being built by the Patricia Transportation Company.

Rev. Canon Sanderson paid a visit to Grassy Narrows post in March.

Extensive alterations have now been completed to the store at Sioux Lookout.

C. Jones, feature writer employed by the *Toronto Star*, visited Osnaburgh post by aeroplane in February with the idea in mind of securing at first hand new material for articles about that particular district.

A considerable amount of tractor freighting has been done during the past season into the Pickle Crow mining district from Savant Lake. During these operations it has been reported that several tractors have gone through the ice.

Dr. Ferguson and Indian Agent F. Edwards, both from Kenora, visited Red Lake post in March to investigate reports regarding sick and destitute Indians.

The Bishop of Moosonee was a visitor at Gogama in April.

A new Roman Catholic church is being built at Grassy Narrows post. All building material was freighted in by aeroplane.

A combined store and dwelling is under construction at Aroland, one and a half miles from Cavell. The business at Cavell will be transferred to the new site.

Allanwater post was closed on May 31.

Alterations to the interior of the store at Minaki have just been completed in preparation for a busy tourist season.

M. S. Cook, manager of Red Lake post, proceeded on furlough early in March. He has been succeeded by J. G. Boyd.

O. E. Butterill, manager of Nipigon, has been transferred to British Columbia district. We wish him success in his new charge. He has been succeeded by W. Macfarlane, of Allanwater post. J. E. Holden has been placed in charge of Allanwater.

P. R. Hughes has recently accepted a position as grocery clerk at Red Lake post.

D. Donaldson, manager of Fort Hope post, and his eldest son, proceeded to the Old Country on furlough in March.

A son was born to Mr. and Mrs. W. S. Franklin, Peterbell post, at North Bay on March 31. Congratulations.

Mrs. H. M. Ross, wife of the manager at Grassy Narrows post, visited Winnipeg in March.

Mrs. J. L. Charlton, wife of the post manager at English River, visited relatives in New York in February.

E. W. Fletcher, of the Fur Trade Commissioner's office, paid a short visit to Sioux Lookout in March.

Fur Trade Commissioner, H. E. Cooper, R. H. Chesshire, M. R. Lubbock of the London office, and M. Cowan, visited several line posts in March.

The following have been visitors to the district office recently: J. Glass, Sioux Lookout; R. Ingram, Sioux Lookout; B. C. Lemon, Dinorwic; J. G. Boyd, Red Lake; Mrs. B. G. Clench, Savant Lake; R. Starratt, of Starratt Airways and Transportation Company; J. M. Hamilton, contractor, Savant Lake; I. Adler, proprietor Red Lake Supply Company.

James Bay District

Contrary to general opinion in the South, the weather on the east coast of James Bay was relatively milder than usual. It was interesting to listen to the daily radio reports of the exceptionally severe weather in the South while up North we thought of it as a mild winter. On the west coast, however, the weather was more severe, and relatively the same as at Winnipeg and other points in Western Canada. Both furs and country food were very scarce, and it was a hard winter for the natives, or at least those of them who were far distant from the trading posts.

The ice broke up at Moose Factory commencing on 8th May, and on the 13th the river was relatively clear. It was quite a spectacular affair, which is not uncommon at Moose Factory. We recollect that as recently as 1917 the ice piled up almost to the belfry of the church, a height of about forty feet, and the church is a good quarter mile from the normal high water mark. The old guns at Moose Factory, as usual, were fired to warn all Indians on the lower regions of the river against the impending movements of the ice.

A considerable amount of travel and staff transfers took place during the winter. Messrs. Ross and Tyrer travelled with the mail team from Moose Factory to Great Whale River, and at the latter point Tyrer left for Belcher Islands in company with Post Manager Robert Cruikshank, who came to Great Whale River to meet him. Jack Brown made his customary winter trip from Kanaaupscow to Fort George. But the outstanding journey of the winter was Mrs. Thompson's trip from Ghost River to Albany and return in company with her husband; Mrs. Thompson is becoming quite a noted traveller in the North. R. B. Carson returned from furlough in March and went by dog-team to Weenusk;

and on return F. K. Griffin accompanied the dog-team to Moose Factory, where he will be transport manager for the 1936 season. D. G. Boyd, who went on furlough to Scotland in the fall of 1935, is unable to return to the fur trade on account of ill health. He had been sick for about two months after returning to Scotland, and has been advised by his doctors against returning. He was well liked by his associates in the district and will be missed by all. W. Etherington, manager of Lake River outpost, sustained a nasty accident in April, having fallen and cracked two ribs. Edward Corston, of Attawapiskat, was sent up to his assistance, but as he was found to be greatly improved, Corston returned to his post at Attawapiskat. Tom Taylor made his usual winter visit from Charlton Island to Rupert's House in March and reports a scarcity of foxes on the island. Roy Jeffrey from Windthorst, Saskatchewan, entered the service as apprentice at Moose Factory in April.

After the return of Constable Hopkins from Christmas furlough, Constable Wilson and Special Constable Turner made a patrol to Albany. Subsequently Constable Wilson left the detachment on furlough for parts south in the month of April. The new R.C.M.P. detachment has been established at Port Harrison and Constable Yoeman came down to Great Whale River to connect with our mail team. He was accompanied by R. Buchanan, of Revillon Freres, who was travelling south.

A twelve-bed hospital has been built at the Anglican mission at Moose Factory. This will be a great convenience for the residents in the North. Father Mielleur was a visitor to Montreal during March and April, attending to the purchase of supplies for the various missions. There was an unfortunate outbreak of fire in the church at Attawapiskat, but Father Langlois, with assistance, was able to extinguish the flames before serious damage was done.

Verily are changes taking place in the North country, for we learn that practically every post, by means of radio communication, knew of the passing of His late Majesty King George V just as soon as the larger cities in the South; in fact most posts were listening in to the fifteen minute bulletins which were issued at the final stage of the late King's illness. This is a great contrast to the passing of the previous monarch, King Edward VII, for news of his passing in May 1910 would not have reached many of the posts until August.

At Moosonee this winter L. Martineau again secured the contract for the supply of one hundred and fifty tons of ice for the Temiskaming and Northern Ontario Railway. On the first of May last G. S. Cotter handed over the Moosonee post office to L. Martineau. George Shave, skipper of the Revillon boat *Dorothy*, spent the greater part of the winter at Moosonee on alterations to the vessel.

We regret to advise of the death of Dr. Tyrer's father in April. The news was conveyed to the doctor at Moose Factory by a telegram, and he left immediately for the South by motor speeder. On account of the snow-drifts, however, he was unable to make connections with the train at Fraserdale and was obliged to return.

A. H. Mitchell, manager of Weenusk post, tells us that during the winter one of his Indians killed a wolf which had eaten or destroyed no less than sixty-eight white foxes during the previous winter. This wolf will be well worth the government bounty.

St. Lawrence District

S. Kaufman, formerly of the Montreal Fur Trade depot, now retired, sailed on April 23 for England, where he and Mrs. Kaufman will reside.

We were pleased to welcome M. R. Lubbock, of the London office, who arrived in Montreal in March en route to Winnipeg.

We regret to announce the death of John Miller, "B," of Woswonaby post, who passed away at the Lady Minto Hospital, Cochrane, Ontario, April 20, 1936, at the age of fifty-seven. John had been associated with the Company for many years and was in receipt of a pension.

William Galbraith, for many years a pensioner, died at the home of his daughter, Mrs. A. B. McCallum, Grenville, P.Q., on February 18, 1936. He was buried at Pointe Claire, P.Q., the funeral service, however, taking place on February 20 at his son's residence, Lachine, P.Q. The Company was represented by W. E. Swaffield, L. A. Graham and J. H. A. Wilmot. We take this opportunity of expressing our sympathies to the late Mr. Galbraith's family.

Major C. G. Dunn, of Quebec, called here on his return from the West Indies, where he had been spending a vacation.

Bishop Fleming gave a series of lectures throughout the city during March, when he paid us a visit.

The Fur Trade Commissioner, accompanied by the district manager, M. Lubbock and R. H. G. Bonnycastle, inspected Senneterre post, after which La Sarre was visited by the Commissioner and the district manager.

Bishop Turquetil passed through Montreal recently, after having been decorated by the French consul at Ottawa with the Order of Chevalier of the Legion of Honour.

George Fowlie, of Pointe Bleue post, recently spent a few days at the Montreal Fur Trade depot purchasing supplies.

A. David, of Senneterre, is at present in Montreal undergoing a course of fur grading at the Montreal fur purchasing agency.

The Montreal harbour was officially opened with the arrival of the ocean going S.S. *New Wales* on April 13. This is said to be the earliest known date for the opening of navigation here. The first liner to reach this port was the S.S. *Duchess of Bedford* on April 18. Since then the harbour has been very active, and apparently more so than in previous years. The German cruiser *Emden* arrived in port May 12. She is the first German warship to visit here for nearly twenty-two years. She is the namesake of the vessel destroyed by the H.M.S. *Sydney* during the war.

We regret to advise the loss of James Ferguson, apprentice at Weymontachingue post, who left on a short vacation for Dam C on the Manouan river on April 21. Ferguson and Fortin, a young man from Manouan who accompanied him, failed to reach their destination. Search parties were immediately organized and to date their canoe, Fortin's paddle, and their knapsack have been found, but no trace of the bodies. Dredging operations are still being carried on.

Visitors during the past quarter were: P. A. Chester, General Manager; S. H. Parsons, manager Labrador district, Lt.-Col. D. A. MacKinnon, W. Chester McLure; Captain T. F. Smellie; Douglas MacKay, R. H. H. Macaulay, of the Canadian Committee office; E. A. Bouillon, of Messrs. Robin, Jones & Whitman Limited; Max G. Hamilton, of the Mingan Seigniory; W. M. McLean, post master R.M.S. *Nascopie;* Fred Gaudet, Walter Black, Captain Fournier of the Clarke S.S. Company, J. C. Atkins, of the Canadian Committee office.

Ungava District

D. A. Wilderspin returned from furlough at the beginning of April, and after spending two weeks in Winnipeg went on to Norway House. He will return early in June to go north on the *Nascopie*.

E. B. Maurice is also expected back from New Zealand early in June and will also take passage on the *Nascopie*.

Miss M. Moore, of our St. John's office, is also arranging to go north this year to be married at Port Burwell to Alan Fraser, of Fort Chimo. We congratulate and wish them both the best of luck.

Arrangements have been made to close Dundas harbour and reopen Tukik this year.

J. W. Nichols arrived in Winnipeg recently with his bride. They are proceeding to the Western Arctic district by the first *Distributor*.

A. Copland has been appointed acting district manager of the Western Arctic district and will make his headquarters at Aklavik this year. We wish him every success in his new sphere.

Labrador District

C. W. Cave, who took a fur grading course at Montreal fur purchasing agency, returned to St. John's during March. He will proceed to Labrador in June to relieve W. J. Cobb, manager of Hopedale post.

Ice conditions are reported to be very favourable to early navigation on the Labrador coast this season. The international patrol boat *General Greene*, of the U.S. Coast Guard service station, returned to her base at St. John's in late April from a voyage eastward and reported no ice or bergs.

Cartwright post reports that Sandwich Bay was clear of ice on May 5, and as far as could be seen seaward no ice was in sight. Last year at the same date winter weather and travelling conditions were experienced.

The summer-like weather of March was taken advantage of to begin work in connection with outfitting the M.S. "*Fort Garry*" for the season's work. The vessel was recently docked for a special survey, and is scheduled to leave St. John's for Labrador May 14th, the earliest on record.

The marriage of J. W. Nichols to Miss Olive Mercer took place at St. John's on April 16. The couple left the same afternoon for Montreal en route to Winnipeg. We extend congratulations and best wishes for their future happiness.

W. O. Douglas has been in Newfoundland for the past three months on behalf of the Commission Government, and is attached to the Department of Natural Resources. Since his arrival he has done considerable travelling, including an aeroplane flight to Springdale for the purpose of inspecting fur farms in that vicinity.

During April we had the privilege of exhibiting at Government House, at the request of his Excellency the Governor, a representative selection of Newfoundland raw furs.

Intimate Glimpses at Eskimo Life in Baffin Island

(*Continued from page 12*)

new work he becomes wholly immersed, with little thought of self. Under no condition is this better demonstrated than during months of hard winter travel. He may even develop the knack of anticipating the wants of a white companion, the result, most likely, of a lack of adequate linguistic communication between them.

That the polar regions are fundamentally hard upon a man is a fallacy. He may endure intense hardships, but the life imparts such resilience to the body that seldom are there any ill effects. Colds are unknown and sickness among whites is rare. Regardless of hardship—and for active field work the year round much of it is inevitable—the general life is so healthful that most men increase in weight and vigour.

This account of our Baffin island people is exceedingly sketchy. It makes no effort to touch in so small a space many interesting phases of their singular lives—their amusements and folklore, death and burial, religious beliefs, and last, but not least, details as to their outstanding gifts in the arts of home craftsmanship and hunting. The reader, however, may have caught a true gleam of some of the actualities of their lives and surroundings: a simple, happy people deserving of admiration, square-dealing and affection.

Meteorites and Shooting Stars

(*Continued from page 23*)

about a ton. Adding the amount received from meteors too small to be seen by the naked eye, the total daily precipitation of dust from space should not exceed one hundred tons. At this rate it would take 1,000 million years to accumulate a layer one inch thick over the earth's surface.

Astronomers are interested in the study of meteors and meteorites, since they afford certain evidence as to the structure of the universe and are helpful in the study of the upper atmosphere. But while astronomers labour with their abstruse problem, the solution of which will doubtless in some way prove of benefit to mankind, meteors will continue to add their quota of dust to the air. Now dust particles scatter the light of the sun so as to illuminate the whole atmosphere. The blue colour of the sky, the glorious sunset and sunrise tints, these are determined or affected by dust in the atmosphere, and so, if meteors serve no other purpose than to create dust, their arrival from space is most opportune.

Wild Rice

(*Continued from page 27*)

cold storage plant. Seed stored this way may be sown when the weather is warm enough to ensure germination.

As a food, wild rice is without peer for flavour. Combined with maple sugar or wild fruit it makes a great dish and is much sought after as a dressing for game. Higher class hotels feature it on their menus, and it is sometimes advertised as a novel Canadian breakfast food.

It would be interesting to know how many Canadians eat this delicious cereal for breakfast. It would be still more interesting to know why it is not more popular. Its price at one time was $1.75 per pound, but today it may be obtained at the Hudson's Bay Company grocery department for 25c per pound.

Yet not more than eight hundred thousand pounds of wild rice is gathered each year, and most of it is exported to the United States and Europe. Few Canadians know the taste of this rich and wholesome food.

Lost in the Arctic

(*Continued from page 32*)

"A wave of exultation passed over me. The coast lay only a mile or so beyond, and at its edge was a shack!

"Now I knew where I was: this was Neparktoktuok, a place where fish were caught and dried during the summer, and the shack was used for storing them. The shock of the discovery weakened me so much that I feared I could go no farther. My feet were of lead, but I dragged them after me until I found myself at the door of the fish-house.

"Everywhere around were fresh human footprints and the marks of a sled. Someone had surely been searching for me here, and I had come too late.

"The door was unlocked. I entered and gazed in wonderment at the many bags of fish propped against the walls. Here was food, plenty of food! A few loose fish were lying on the floor. I picked one up. It was a whitefish. This disappointed me, as I do not like whitefish. I recall laughing aloud at the idea of a starving man being finical. However, I looked around for salmon, but there was none. Taking three whitefish with me I went outside. After gulping down part of one, seasoned with snow, I became nauseated. So long had I been without food that my appetite had entirely left me.

"It was ten miles to the settlement—too far for me to attempt to walk. Trusting that I might at least get to the seal hunters' camp, I began stumbling along the newly made sled trail, which led off towards Kikiktahowgyuk. After an hour of this, my head spun round and I slumped forward on the snow. Rolling over on my back I wondered whether I could collect enough energy to return to the fish-house.

"Then I thought I could hear the patter of dogs' paws and the steady grinding of a sled over hard packed snow. My ears had deceived me before and I was sure they were doing it again. But I sat up and stared. A team was coming towards me. Running ahead of it was an Eskimo waving his arms and shouting. I hailed him and sank back on the snow."

Though almost at the cost of his life, the Rev. J. H. Webster had given proof to whites and natives alike that his was the indomitable spirit of the true Northerner. A month later, cheerful and undaunted, he recommenced his tour.

THE BEAVER

A MAGAZINE OF THE NORTH

BACK ISSUES

A limited number of back issues of "The Beaver" are available at the following prices:

March December	1936 1935	25 cents each
(September 1935, none available)		
June March	1935 1935	30 cents each
(December 1934, none available)		
September	1934	30 cents each
June March December September	1934 1934 1933 1933	40 cents each

Back issues of the old style "Beaver" are also available. Prices will be quoted on enquiry.

The "Erik's" Saga

(*Continued from page 55*)

Several of the German sailors went over to the *Erik* in the boat and took with them a number of bombs, which they set in various parts of the ship's hull. In half an hour they returned, and in a short time the sound of a muffled explosion was heard. Soon after, a shudder seemed to shake the *Erik* and slowly she sank lower in the water. Soon her bulwarks were awash; later her masts alone were visible, and before anyone realized it she had disappeared. What ice pressure could not do to the old oak hull in fifty-three years of continuous attack, time bombs did in less than as many seconds!

The spot where the *Erik* was sunk was some seventy miles southwest of the French islands of St. Pierre and Miquelon.

The prisoners were ordered below deck, where they joined an already large company of seamen captured on other ships that had been attacked.

Several hours later, when hard by the French islands, the Newfoundland coasting schooner *Willie G* was overhauled and ordered to stop.

To the immense relief of the skipper of this little vessel, he was informed that his ship was to be spared, and that her services were merely required to serve as a transport for the prisoners on the now overcrowded submarine. In a short time all were transferred to the little coaster and were informed they were at liberty.

Freed now from her unwilling passengers, the U-156 parted company from the *Willie G* and disappeared over the horizon.

But of one thing we are certain—though whether it was because of mine or depth charge we do not know—the U-156 never reached the fatherland. Like the *Erik*, she went to her Valhalla, with this sad difference—she took her officers and crew with her.

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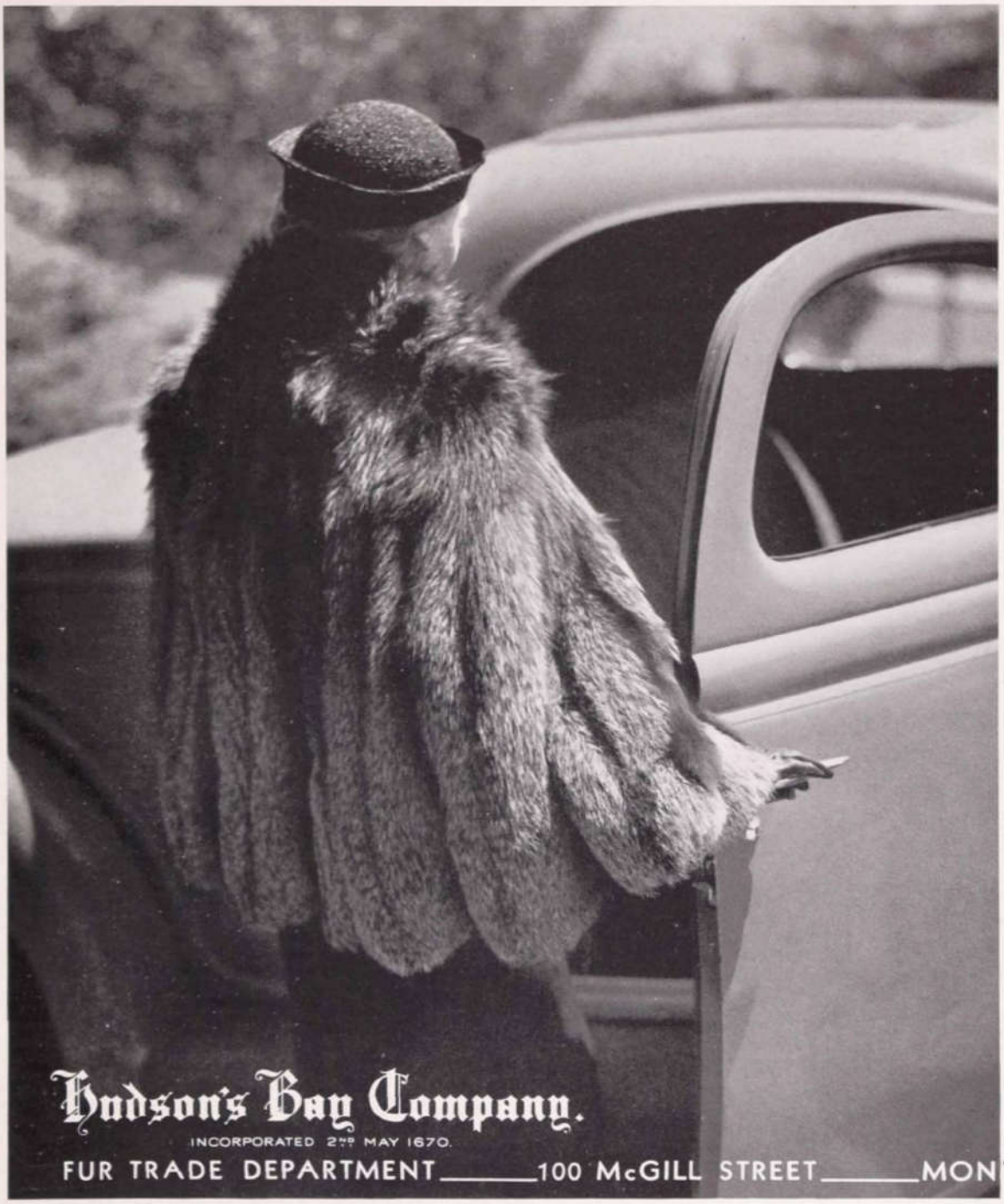

This silver fox cape was made for a customer from twelve perfectly matched skins which she selected herself at our McGill Street warehouse in Montreal.

FURS OF DISTINCTION

The beautiful furs of New York, London and Paris come from our Fur Trade posts. For two and a half centuries the words "Hudson's Bay furs" have set the standard of quality. And now in Montreal a few of our finest furs have been dressed so that you, with the assistance of our expert graders, may choose for yourself the finest furs in the world. Beauty of colour, lustre and perfection of texture—they are yours to select.

PROOF OF UNIVERSAL POPULARITY

THIS photograph was used by the Canadian Travel Bureau in hundreds of Canadian and United States magazines to advertise one of the greatest summer attractions of the Dominion. For their typical picture of Canadian fishing they choose a man wearing a Hudson's Bay Point Blanket Windbreaker.

WHAT greater evidence than this can there be of the universal recognition and popularity of this famous blanket cloth?

IT is STANDARD FOR THE WORLD.

HUDSON'S BAY *Point* BLANKET GARMENTS

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